

Indiana State Rail Plan

Appendix

October 2017



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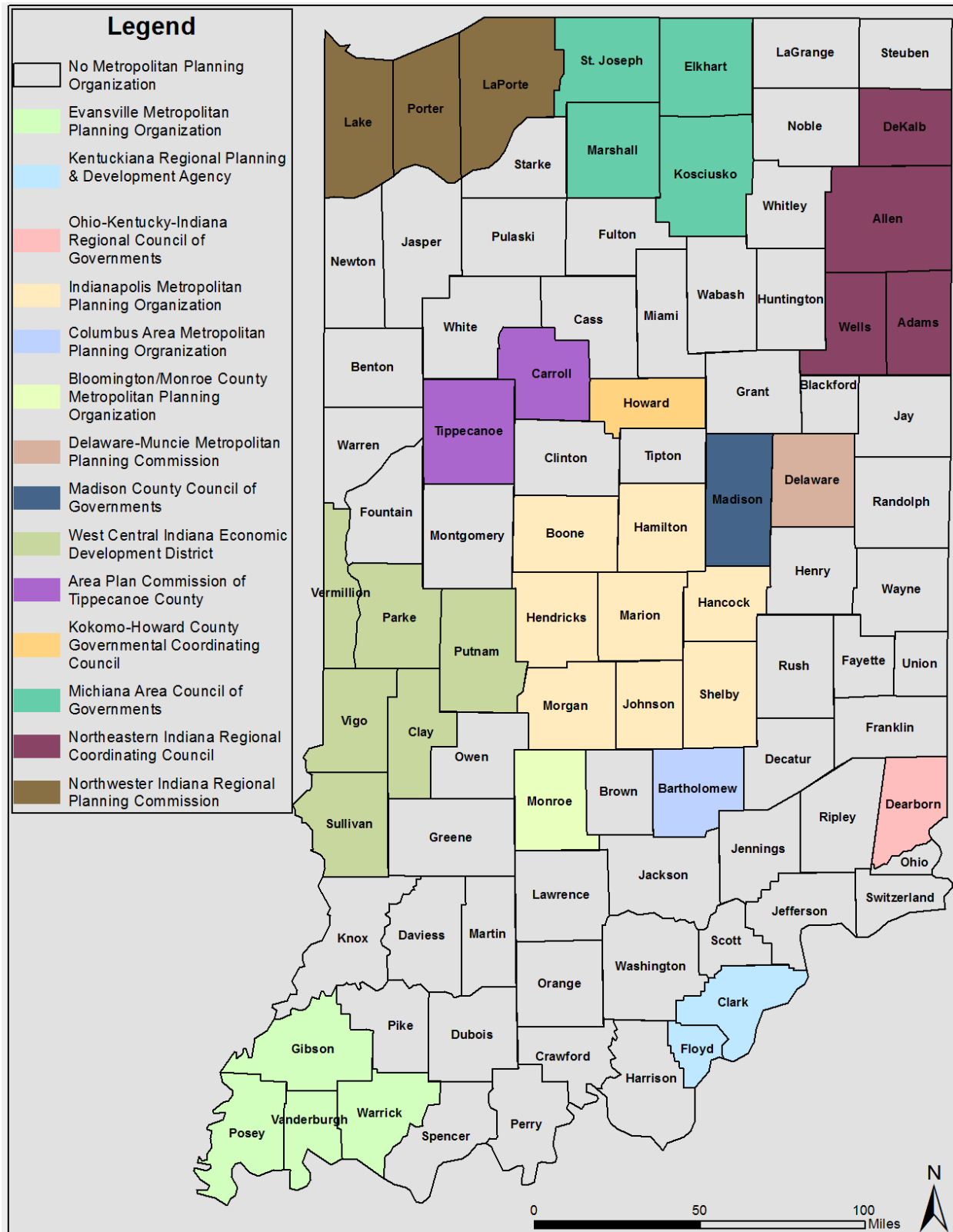
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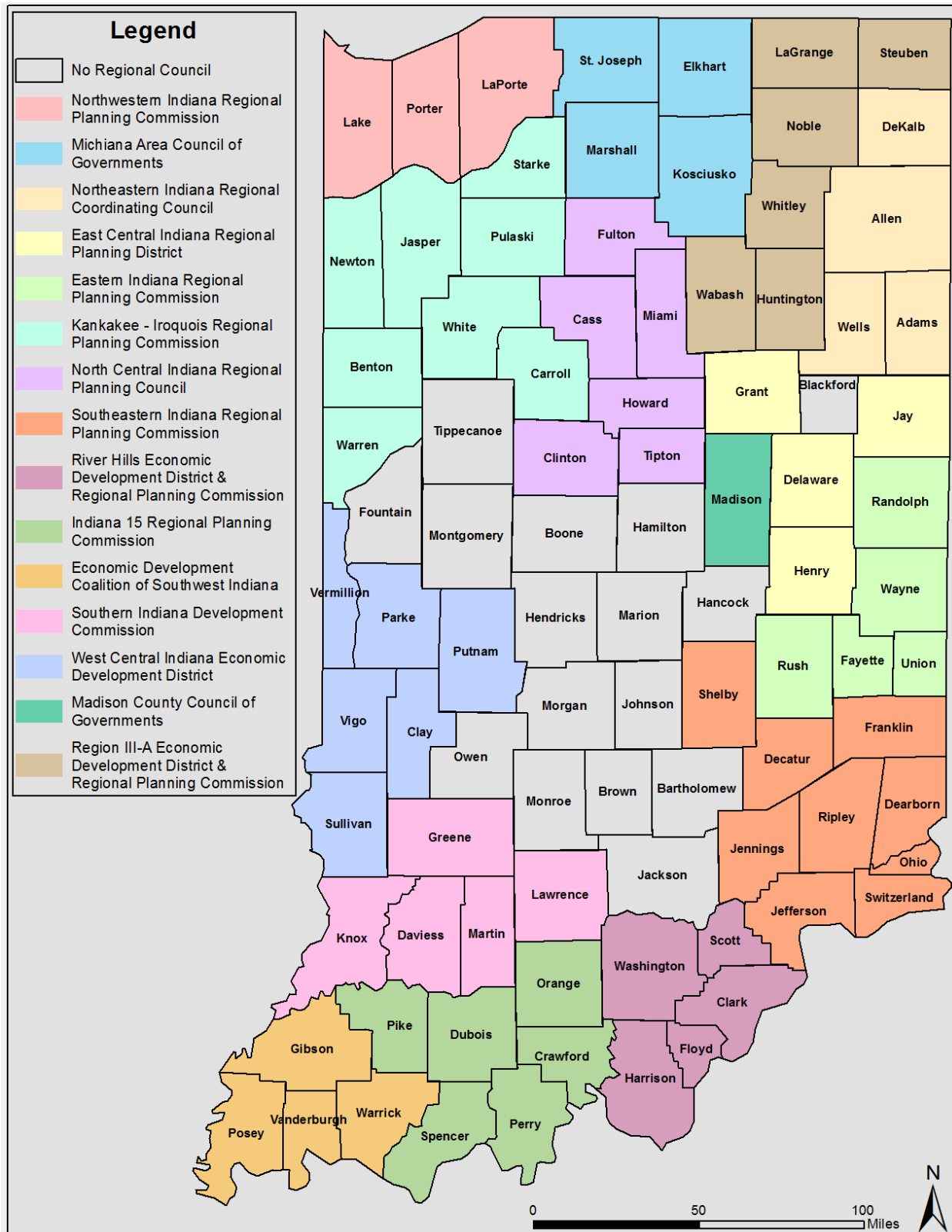
Appendix A: Supporting Figures and Tables

Figure A.1: Metropolitan Planning Organizations in Indiana



Source: Indiana MPO Council

Figure A.2: Regional Councils in Indiana



Source: Indiana Association of Regional Councils

Table A.1. CSX Subdivisions in Indiana

Subdivision	Mileage	Mileage in Indiana	End Points	Connecting CSX Subvs.	Connections to other Railroads, trackage rights	Local Service Yard	Amtrak Route?	No Tracks	Max Freight Speed	Dispatch	Intermodal Network?
Barr	27	17	Willow Creek, IN and Blue Island, IL	Porter and Garrett at Willow Creek, Ft. Wayne at Pine Junction	IHBR and CN at Clark Jct.	Whiting Yard	No	2	60	CTC	Yes
Garrett		126	Deshler, OH and Willow Creek, IN	Barr and Porter at Willow Creek	CP at Wellsboro, NS at Walkerton, Milford Jct. and St. Joe	Garrett Yard	Yes	2	50-60	CTC	Yes
St. Louis Line	224	67	Indianapolis, IN and East St. Louis, IL	Lafayette at Greencastle, CE&D and Danville Secondary at Terre Haute		Avon Yard, Duane Yard	No	2	60	CTC	Yes
Indianapolis Belt	12.1	12.1	Indianapolis, IN	St. Louis, Indianapolis Line		Hawthorne Yard	No	1	10	TWC	
Indianapolis Line	140.2	96.3	Indianapolis, IN and Bellefontaine, OH	Indianapolis Belt	NS at Anderson and Muncie, Central Indiana & Western RR at Anderson	So. Anderson Yard		2	60	CTC and ABS	Yes
Indianapolis Terminal	25.3	25.3	Downtown Indianapolis and the Avon Yard	Indianapolis Line, Indianapolis Belt, Shelbyville Secondary, Crawfordsville Branch, St. Louis Line		Avon Yard	Yes	2	60	CTC	Yes
Illinois	159	18.2	East St. Louis, IL and Washington, IN	Indiana Subdivision at eastern end, CE&D Subdivision at Vincennes	Indiana Southern RR at Chappel			1	25-35	ABS	
Indiana	169	148.6	Washington, IN and Cincinnati, OH	Illinois Subdivision to east, Hoosier Subdivision at Mitchell	Central Railroad Co. at Lawrenceburg, Madison RR at N. Vernon			1	25-40	CTC and ABS	

Subdivision	Mileage	Mileage in Indiana	End Points	Connecting CSX Subvs.	Connections to other Railroads, trackage rights	Local Service Yard	Amtrak Route?	No Tracks	Max Freight Speed	Dispatch	Intermodal Network?
CE&D	147.5	147.5	Danville Jct., IN and South Ingle, IN	Decatur at Hillsdale, St. Louis at East Haley, Illinois at Vincennes, Evansville Terminal at North Ingle	NS at Princeton, INRD has trackage rights over this line	Brewer Yard near Danville, Baker Yard in Terre Haute, Alice Yard in Vincennes, Wasford Yard in Evansville		1	40-60	CTC	Yes
Grand Rapids	114.5	18	Grand Rapids, MI and Porter, IN				Yes	1	50	CTC	
Porter	19.2		Grand Rapids Subdivision and Ivanhoe	Garrett at Willow Creek, Fort Wayne at Tolleston	UP uses trackage rights to NS Elkhart Yard			1	40	ABS	
Monon	90.1	90.1	Maynard and Lafayette Subdivision	Lafayette at its northern end	NS at St John and Shelby, CN at Dyer, Toledo, Peoria & Western Railroad connects at Reynolds	Monon Yard	Yes	1	40-50	ABS	
Lafayette	73.6	73.6	Farmers Crossing and Cloverdale	Monon at northern end, St. Louis near Greencastle, Crawfordsville Branch at Ames Jct	NS and KBS at Lafayette Junction, NS has trackage rights over line	Lafayette Yard and Monon Yard	Yes	1	40-50	ABS	
Crawfordsville Branch	33.6	33.6	Ames and Clermont	Lafayette at Ames, Frankfort at Clermont			Yes	1	49	TWC	
Frankfort Secondary	37	37	Clermont and Frankfort		NS at Frankfort			1	25	TWC	

Subdivision	Mileage	Mileage in Indiana	End Points	Connecting CSX Subvs.	Connections to other Railroads, trackage rights	Local Service Yard	Amtrak Route?	No Tracks	Max Freight Speed	Dispatch	Intermodal Network?
Indianapolis	99.6	78.3	Indianapolis, IN and Cincinnati, OH	Indianapolis Line, Indianapolis Belt and Shelbyville Secondary at western end, Cincinnati Terminal at eastern end	Honey Creek Railroad at Rushville, C&NC Railroad at Connersville	Connersville Yard and Cottage Grove Yard	Yes	1	40-50	ABS	
Hoosier	72.2	72.2	Bedsford and Indiana/ Kentucky state line near Louisville	Indiana at Mitchell	Indiana Rail Road at northern end and NS at southern end			1	30-40	ABS	
Decatur	84.3	8	Hillsdale, IN and Decatur, IL	CE&D at Hillsdale, IN				1	25	TWC	
Dansville Secondary	41.2	8	St. Mary's, IN to Vermillion Grove, IL	St. Louis near St. Mary's, IN				1	25	TWC	
Shelbyville Secondary	28.3	28.3	Mack and Indianapolis Subdivision	Indianapolis Subdivision at Indianapolis, Indianapolis Belt Subdivision at Indianapolis		Hill Yard		1	10-25	TWC	
Louisville	4		Indianapolis Subdivision and the Louisville & Indiana RR	Indianapolis Belt Subdivision at Dale, Indianapolis Subdivision				1	10	TWC	
Evansville			Evansville, IN area	CE&D Subdivision				1	10	CTC	

Source: Updated information from the 2011 Indiana State Rail Plan

Table A.2. Norfolk Southern Districts in Indiana

District	Mileage	Mileage in Indiana	End Points	Connecting NS Districts	Connections to other Railroads	Local Service Yard	Amtrak Route?	No. Tracks	Max Freight Speed	Dispatch	Intermodal Network?
Chicago Line	342.1	153	Cleveland, OH and Chicago, IL	Huntington Division at Butler, Marion District at Goshen, Kalamazoo Line at Elkhart, and Kankakee Line at Gary	CSX at Porter, CN at South Bend, Evansville Western RR at Elkhart, Chicago, Southshore and South Bend RR at New Carlisle, former EJ&E at Buffington, and Indiana Harbor Belt RR at Gary	Elkhart Yard, Olivers Yard at South Bend, and Colehour Yard at Gary	Yes	2	50	CTC	Yes
Chicago	151.4	137.4	Ft. Wayne, IN and Forest Hills, IL	Huntington and New Castle Districts at Fort Wayne, Marion District at Claypool, and Kankakee Line at Gary	Chicago, Ft. Wayne & Eastern RR at Fort Wayne, Fulton County RR and Elkhart & Western RR at Argos, Chesapeake & Indiana RR at Thomaston, CN at Spriggsboro, former EJ&E at Van Loon, and Indiana Harbor Belt RR at Gary			1	50	CTC	Yes
Fostoria	119.2	13.7	Bellevue, OH and Fort Wayne, IN	Huntington District and Woodburn Branch at New Haven		East Wayne Yard		1	50	CTC	Yes

District	Mileage	Mileage in Indiana	End Points	Connecting NS Districts	Connections to other Railroads	Local Service Yard	Amtrak Route?	No. Tracks	Max Freight Speed	Dispatch	Intermodal Network?
Lafayette	172	90	Peru, IN and Decatur, IL		CSX and KBS at Lafayette and Danville, Winamac Southern RR and the Toledo, Peoria & Western Railway at Logansport	East Yard at Lafayette, Logansport Yard, and Peru Yard		1	50	CTC	
Huntington	107.6	86.6	Montpelier, OH and Peru, IN	Chicago Line at Butler, Chicago and New Castle Districts at Ft. Wayne, and Marion District at Wabash	CSX at St. Joe and the Chicago, Ft. Wayne, & Eastern RR at Ft. Wayne	Peru Yard		1	50	CTC	
Southern West	158.4	11.6	St. Louis, MO and Princeton, IN	Southern East District at Princeton, IN	CSX at Princeton, IN			1	50	ABS	
Southern East	102.5	102.5	Princeton, IN and Louisville, KY area	Evansville Branch and the Dubois County RR at Huntingburg	CSX at New Albany, the Indiana Southern RR at Oakland City, and the Lucas Oil Rail Line at Corydon Jct.	Huntingburg Yard		1	45-50	ABS	

District	Mileage	Mileage in Indiana	End Points	Connecting NS Districts	Connections to other Railroads	Local Service Yard	Amtrak Route?	No. Tracks	Max Freight Speed	Dispatch	Intermodal Network?
New Castle	169.3	117.2	Mill, OH near Cincinnati and Fort Wayne, IN	Chicago District at Ft. Wayne, Huntington District at Hugo, and Frankfort District at Muncie	CSX at Muncie, the Chicago, Ft. Wayne & Eastern RR at Ft. Wayne, the Wabash Central RR at Bluffton, the C&NC RR at New Castle, and the Indiana Eastern RR at Richmond			1	50	CTC	
Marion	111	111	Goshen and Anderson	Chicago Line at Goshen, Chicago District at Claypool, Huntington District at Wabash, Red Key line at Marion, and Frankfort District at Alexandria	CSX at Milford and Anderson, to the Chicago, Ft. Wayne & Eastern RR at Warsaw, the Central Railroad of Indianapolis at Marion, and the Central Indiana & Western RR at Anderson			1	45-50	CTC	
Frankfort	97.3	97.3	Frankfort and Hale	Frankfort Branch at Frankfort, the Marion Branch at Alexandria, the New Castle District at Muncie, and the Red Key Branch at Red Key	CSX at Frankfort and Muncie			1	49	TWC	

District	Mileage	Mileage in Indiana	End Points	Connecting NS Districts	Connections to other Railroads	Local Service Yard	Amtrak Route?	No. Tracks	Max Freight Speed	Dispatch	Intermodal Network?
Frankfort Branch	24	24	Frankfort and Lafayette	Frankfort District at Frankfort and the Kokomo Spur at Tipton		Frankfort Yard and East Yard at Muncie		1	49	CTC	
Kankakee Line	27.1	27.1	Indiana Harbor Belt RR at Gibson and Schneider	Chicago District at Osborne and Kankakee Branch at Schneider	CN at Hays, the former EJ&E at Hartsdale, and CSX at St. John			1	35-45	CTC	
Kankakee Branch	130	31.2	Nipsco, IN and Hennepin, IL	Kankakee Line at Scheider	CSX at Shelby			1	30	TWC	
Evansville Branch	46.8	46.8	Evansville to Huntingburg	Yankeetown Branch at Booneville, Rockport Branch at Rockport Jct., and Southern East District at Huntingburg	CSX at Evansville			1	35	TWC	
Rockport Branch	13	13	Rockport and Rockport Jct.	Evansville Branch at Rockport Jct.				1	25	TWC	

Source: Updated information from the 2011 Indiana State Rail Plan

Table A.3. Local Railroads

Local Railroads	Indiana Miles Leased	Indiana Miles Owned	Indiana Miles Operated	FRA Track Class	End Points	Owner	Operator	Interchanges	Major Commodities
Bee Line	0	11	11	Excepted	Handy and Steward	Stewart Grain	KBS	KBS at Steward	Corn and Soybeans
Central Railroad of Indiana/Indiana and Ohio Railway	0	84	84	10 miles Class 1 (Brookville Sub), 71 miles Class 2 and above (CIND)	Shelbyville and Cincinnati	Genesee & Wyoming		CSX, NS, the Indiana Rail Road, and the Louisville & Indiana RR near Indianapolis	Grain, soybeans, chemicals, automobiles, steel and aggregates
Central Railroad of Indianapolis	16	43	59	Class 1	Kokomo and Amboy	Genesee & Wyoming	NS between Kokomo and Tipton, TPW between Amboy-Marion and Kokomo-Marion, CIND between Frankfort and Kokomo	NS and US Rail Corp. at Kokomo, NS at Marion	Corn, soybean, wheat and fertilizer
Chicago, Ft. Wayne & Eastern Railroad	158	0	158	16.2 mile Excepted, 0.4 Class 1, 141.8 Class 2	Tolleston, IN and Crestline, OH	Genesee & Wyoming	NS	NS at Ft. Wayne	Grain, steel, paper, and chemicals
Chesapeake and Indiana Railroad Company	33	0	33	Not Reported	La Crosse, Malden, North Judson and Wellsboro	Town of North Judson	CKIN	NS at Thomason, CSX at Wellsboro	Grain and fertilizer
Chicago, South Shore, & South Bend RR	0	27	27	Not reported	Chicago, IL and Kingsbury, IN	Anacostia Rail Holdings Company	Chicago, South Shore, & South Bend RR	CSX at Miller, NS at South Bend, CN at Gary	Steel, roofing materials, and coal
City of Auburn Port Authority	0	2	2	Not Reported	Auburn Jct. and Auburn	City of Auburn		CSX at Auburn Jct.	Plastic resin
Dubois County Railroad	0	7	7	Not Reported	Huntingburg to Dubois	Indiana Railway Museum		NS at Huntingburg	Soybean meal and petroleum products

Local Railroads	Indiana Miles Leased	Indiana Miles Owned	Indiana Miles Operated	FRA Track Class	End Points	Owner	Operator	Interchanges	Major Commodities
Elkhart & Western Railroad Co.	23	10	33	9.5 miles Excepted, 13 miles Class 1, and 10 miles Class 2 and above	Walkerton and Argos	Pioneer Railcorp		NS at Elkhart	Auto frames, cement, lumber, food products, plastic, and aggregates
Evansville Western Railway	0	30	30	Not Reported	Evansville, IN and Okawville, IL, Rochester and Argos	P&L Transportation		CSX at Evansville, NS at Argos	Coal, grain, food products, chemicals, fertilizers, lumber and building materials, fertilizer
Grand Elk Railroad	15	0	15	Not Reported	Elkhart, IN and Grand Rapids, MI	Watco Companies		NS at Elkhart	Automotive parts, plastics, metals, forest and agricultural products, and aggregates
Honey Creek/Bunge Corporation	0	5	5	Not Reported	Rushville and Sexton	Bunge Corporation		CSX at Rushville	Grain and fertilizer
Hoosier Southern Railroad	0	24	24	1.3 miles Excepted, 20.5 miles Class 1, 1.5 miles Class 2 or above	Lincoln City and Cannelton	Perry County Port Authority		NS at Lincoln City	Pig iron, sand, and clay
Indiana Eastern Railroad	29	0	29	Not Reported	Richmond, IN and Fernald, OH	Respondex Railroad	NS between Richmond and Boston	CSX at Cottage Grove	Coal, grain, scrap metal, fertilizer and chemicals
Indiana Northeastern Railroad Company	0	45	45	26 miles Class 1, 19 miles Class 2 or above	South Milford and Montpelier, OH, Steubenville, IN and Hillsdale, MI			NS at Montpelier	Grain, coal, fertilizer, flour, plastics, scrap metals, and lumber

Local Railroads	Indiana Miles Leased	Indiana Miles Owned	Indiana Miles Operated	FRA Track Class	End Points	Owner	Operator	Interchanges	Major Commodities
Indiana Southern Railroad, Inc.	0	165	165	110 miles Class 1, 55 miles Class 2 or above	Indianapolis and Evansville	Genesee & Wyoming	Indiana Rail Road between Elnora and Washington, CSX and CP between Washington and Lynnville	CSX at Indianapolis and Evansville, NS at Oakland City Jct., Indiana Rail Road at Bee Hunter and Switz City	Coal and agricultural commodities
Kankakee, Beaverville & Southern Railroad	0	65	65	Not Reported	Kankakee, IL, Danville, IL and Lafayette, IN Branch lines between Sheff and Free, and between Handy and Steward			CSX and NS at Lafayette	Grain, seeds, agricultural chemicals, and plastics
Louisville & Indiana Railroad Company	0	104	104	Class 2 or above	Indianapolis, IN and Louisville, KY	Anacostia & Pacific Co.		CSX at Indianapolis and Seymour, Indiana Rail Road at Indianapolis	Cement, chemicals, food products, grain, lumber, manufactured goods, paper, plastics, scrap, and steel
Lucas Rail Lines	0	10	10	Not Reported	Corydon and Corydon Jct.	Lucas Oil Co.		NS at Corydon Jct.	Oil and fuel additives
Madison Railroad	0	26	26	8 miles Class 1, 18 miles Class 2 or above	Madison and North Vernon	City of Madison Port Authority		CSX at North Vernon	Polyethylene, coal byproducts, and steel coils
Ohio Valley Railroad Company	0	3	3	Excepted	Evansville area	Ohio Valley Railroad Co.		Indiana Southwestern Railroad at Evansville	Used to access repair shop for rolling stock and for car storage
Southern Indiana Railway	0	8	8	Class 2 or above	Watson, Sellersburg, and Speed			CSX at Watson	Cement

Local Railroads	Indiana Miles Leased	Indiana Miles Owned	Indiana Miles Operated	FRA Track Class	End Points	Owner	Operator	Interchanges	Major Commodities
Toledo, Peoria & Western Railroad Corp. (TPW)	0	61	61	24 miles Class 1; 37 miles Class 2 or above	Logansport to Mapleton, IL; Trimmer Jct. and Winamac; North Judson and Monterey	Genesee & Wyoming	Central RR of Indianapolis between Van and Logansport	CSX at Reynolds, NS at Logansport and Marion, the Central Railroad of Indianapolis at Kokomo, and US Rail Corp. at Logansport and Van Jct	Corn, agricultural products, and fertilizer
U S Rail Corporation – Kokomo Rail	13	0	13	Not Reported	Kokomo and Logansport, Logansport and Bringhurst, Amboy and Marion	Winamac Southern RR	US Rail Corp	NS at Logansport, Clymers and Marion, with Toledo, Peoria & Western Railway at Logansport, and the Central Railroad of Indianapolis at Kokomo	Grain and fertilizer

Source: Survey of Class II and Class III Railroads, Update of 2011 Indiana State Rail Plan

Table A.4. Switching and Terminal Railroads

Switching and Terminal Railroads	Indiana Miles Leased	Indiana Miles Owned	Indiana Miles Operated	FRA Track Class	End Points	Owner	Operator	Interchanges	Major Commodities
Big Four Terminal Railroad	8.3	0		Not Reported	Connersville and Beesons	RMW Ventures	Big Four Terminal Railroad	CSX at Connersville, C&NC at Beesons	
C & NC Railroad Corporation	25	0	25	Not reported	Connersville and New Castle		C&NC Railroad	CSX at Connersville and with NS at New Castle	Salt
Central Indiana & Western Railroad	0	9	9	Excepted	Anderson and Lapel		Central Indiana & Western Railroad	CSX and NS at Anderson	Glass-making materials such as silica sand, soda ash and cullet
Gary Railway Company	0	72	72	Not Reported		Transtar Inc.	Transtar Inc.	CN at Gary	Steel and steel products
Indian Creek Railroad	0	5	5	No reported	Anderson and Florida	Rydman & Fox	Indian Creek Railroad	NS at Panhandle Jct. north of Anderson	Grain and fertilizer
Indiana Harbor Belt Railroad Company	0	26	26	1.3 track miles Excepted, 85.46 Class 1, 23.84 Class 2	Franklin Park, IL and Hammond, IN	CSX, NS and CP Rail	UP, CP, and CN	16 Class I, regional and local rail carriers	Steel, aluminum, food products, and autos
Indiana Southwestern Railway Company	0	7	7	Class 1	Evansville and Cynthiana	Pioneer Railcorp		CSX at Evansville	Grain, plastics, and rail equipment
Kendallville Terminal Railway Company	0	1	1	Excepted	Kendallville	Pioneer Railcorp		NS at Kendallville	Sugar, syrup, corn and sodium
Michigan Southern Railroad Company d/b/a Napoleon, Defiance & Western Railway	0	5	5	Excepted	Woodburn, IN and Liberty Center, OH	Pioneer Railcorp	Michigan Southern Railroad Company	NS at Woodburn	Grain, minerals, plastics, and fertilizer

Switching and Terminal Railroads	Indiana Miles Leased	Indiana Miles Owned	Indiana Miles Operated	FRA Track Class	End Points	Owner	Operator	Interchanges	Major Commodities
MG Rail, Inc.	11	0	11	Class 1	Watson to Port of Indiana	Consolidated Grain and Barge	MG Rail	CSX at Watson	Grain, agricultural products, steel, plastics, petroleum products, and chemicals
Vermillion Valley Railroad Company	6	0	6	Excepted	Olin, IN and Danville, IL	FNG Logistics Co	Vermillion Valley Railroad Company	CSX at Danville	Biodiesels
Wabash Central Railroad Corporation	0	31	31	Not Reported	Van Buren and Craigsville			NS at Bluffton	Grain and plastics
U.S. Rail Corporation - Winamac Southern Railway Company	0	52	52	Not Reported	Logansport and Kokomo, Logansport and Bringhurst	Winamac Southern	U.S. Rail Corp	NS at Logansport, NS and Central Railroad Company of Indianapolis at Kokomo	Grain and fertilizer

Source: Survey of Class II and Class III Railroads, Update of 2011 Indiana State Rail Plan

Table A.5. Truck Rail Transload Facilities in Indiana

Facility	Location	Serving Railroad	Commodities
L&M Storage	East Chicago	IHB	Building Materials
Buckeye Partners	East Chicago	IHB	Industrial Liquid
Steel Warehouse	East Chicago	IHB	Metals
CSX Transflo East Chicago	East Chicago	CSX	Liquid Bulk
United Transportation Group	East Chicago	IHB	Transloading, Car Cleaning
Elkhart	Elkhart	EWR	Building Materials, Aggregates
Harwood Yard	Evansville	OVR	General
Indiana Southwestern Yard	Evansville	ISW	Plastics
Morton Warehousing, LLC	Evansville	CSX	Plastics, Aggregates, General
CSX Transflo Evansville	Evansville	CSX	Liquid Bulk
VP Warehousing	Fort Wayne	NS	General
Commercial Warehouse & Cartage	Fort Wayne	NS	Automotive, HVAC, Electrical
Tristate Warehousing, Inc.	Fort Wayne	NS	General
National Industrial Lumber	Gary	IHB	Building Materials
Partners Metals Warehouse	Gary	IHB	Metals
Brunk Corp/AJP Corp	Goshen	NS CSX	Liquid Bulk
Savage Services	Hammond	IHB	Food Grade & Industrial Liquids
Midwest Terminal Services	Hammond	IHB	Metals
Kinder Morgan	Hammond	IHB	Metals
Wolf Lake Terminal	Hammond	IHB	Metals
Watco Transload	Hammond	NS, IHB	Climatic Steel
Savage Services Group	Hammond	IHB	Liquid, Dry Bulk, Food Grade
INRD Transload Services	Indianapolis	INRD	Building Materials, Steel, Bulk
Progressive Logistics	Indianapolis	CSX	General
Indianapolis Industrial Center	Indianapolis	CSX, INRD	Industrial Products
Piper Logistics Warehousing	Indianapolis	CSX	General
CSX Transflo Indianapolis	Indianapolis	CSX	Liquid Bulk
Venture Logistics	Indianapolis	INRD	General, Food Grade
Arrow Reload, Indianapolis Transload	Indianapolis	INRD	Building Materials, Bulk
Venezia Transport Services, Inc.	Indianapolis	INRD	Liquid, Dry Bulk
Jeffersonville Transfer Yard	Jeffersonville	LIRC	Plastics, Building Materials
LIRC Transfer	Jeffersonville	LIRC	General, Team Tracks Public
Tanco Clark Maritime	Jeffersonville	LIRC	Liquid Bulk
A&R Transport	Jeffersonville	LIRC	Dry Bulk
Kendallville Terminal	Kendallville	KTR	Syrup, Sugar
KL Chempak Inc	La Porte	Multiple	Liquid Bulk
Hanson Logistics	Lafayette	NS	Refrigerated
Merom Transload	Merom	INRD	Aggregates
Arrow Reload, Odom Transload	Odon	INRD	Aggregates
Frick Services	Portage	IHB	Industrial Dry Bulk
Tanco Terminals	Portage	IHB	Industrial Liquid
Lakes & Rivers Transfer	Portage	IHB	Metals
Plastic Express	Remington	TPW	Plastic
Smith Transport	Remington	TPW	General, Food Grade
CO-Alliance, LLP	Reynolds	TPW	Flat, Silo, Liquid Fertilizer
South Bend Team Track	South Bend	CSS	General
Speed Transload	Speed	LIRC	Lumber, Steel
INRD Transload Services	Terre Haute	INRD	Building Materials, Bulk
Flash	Troy	NS CSX	Dry Bulk
TPW Hoosier Lift	Wolcott	TPW	Transload, Reload Overdimension

Table A.6. Grain Elevators and other Rail-Served Agricultural Facilities in Indiana

Name	Location	Serving Railroad
Elston-Richards, Inc.	Anderson	
Bunge Central Soya Co. Inc.	Decatur	CSX
The Andersons, Inc.	Dunkirk	NS
Cargill, Inc.	Evansville	CSXT
ADM/Countrymark, Inc.	Fowler	KBSR
Cooperative Elevator Co.	Fowler	CSXT
EMDE Warehouse and Processing	Gary	BNSF
Bunge Central Soya Co. Inc.	Indianapolis	CR
ADM/Countrymark, Inc.	Indianapolis	CSX, NS
Gaerte Grain	Kimmell	CSXT
Kokomo Grain Co., Inc.	Kokomo	NS
Ralston Purina Co.	Lafayette	CSXT
Cargil, Inc.	Monterey	JK LINE
Hillcrest Supply, Inc.	Montgomery	CSXT
Morristown Grain Co.	Morristown	CSXT
Central States Enterprises	New Haven	NS
North Salem Elevator	North Salem	CSXT
Gibson Co. Farm Bureau Cooperative	Owensville	CSXT
AGMAX	Remington	TPW
Jasper County Farm Bureau	Rensselaer	CSXT
White County Farm Bureau	Reynolds	CSXT
Ex-Cel Coop	Reynolds	CSX,TPW
Wallace Grain Inc.	Sheridan	CSXT
Johnson Elevator	Sullivan	CSXT
Graham Grain Co.	Terre Haute	CSXT
Growers Cooperative, Inc.	Terre Haute	CSXT, CR, SOO
Baltic Mills, Inc.	Vincennes	CSXT
Cargil, Inc.	Vincennes	CSXT
Southside Elevator	Vincennes	CSXT
Kelsay and Son Grain Corp.	Whiteland	CR

Table A.7. Summary of Intercity Passenger Rail Stations in Indiana

Location	Hammond-Whiting	Michigan City	South Bend	Elkhart	Waterloo
Owner	Amtrak (facility and parking) / Norfolk Southern Railway (platform and tracks)	Amtrak	Northern Indiana Commuter Transportation District (facility and parking) / Norfolk Southern Railway (platform and tracks)	City of Elkhart (facility and parking)/ Norfolk Southern Railway (platform and tracks)	Amtrak (facility)/ Norfolk Southern Railway (platform and tracks)
Address	1135 North Calumet Avenue Hammond, IN 46320	100 Washington Street Michigan City, IN 46360	2702 West Washington Avenue, South Bend, IN 46628	131 Tyler Avenue Elkhart, IN 46515	Lincoln and Center Street Waterloo, IN 46793
Served by	<i>Wolverine</i>	<i>Wolverine</i>	<i>Capitol Limited</i> and <i>Lake Shore Limited</i>	<i>Capitol Limited</i> and <i>Lake Shore Limited</i>	<i>Capitol Limited</i> and <i>Lake Shore Limited</i>
Service Frequency by Route	<i>Wolverine</i> : Twice per day	<i>Wolverine</i> : Twice per day to Pontiac. Once per day to Chicago	<i>Capitol Limited</i> : Once per day <i>Lake Shore Limited</i> : Once per day	<i>Capitol Limited</i> : Once per day <i>Lake Shore Limited</i> : Once per day	<i>Capitol Limited</i> : Once per day <i>Lake Shore Limited</i> : Once per day
Station Location Type	Suburban	Suburban	Urban	Suburban	Rural
Flag Stop	Regular stop	Regular stop	Regular stop	Regular stop	Regular stop
Shelter	Modern brick and metal structure built by Amtrak in the early 1980s	Platform only	Utilitarian one-story concrete block structure	Historic two-story depot, of red brick and limestone, constructed in 1900	Small glass and metal shelter adjacent to platform
ADA	Station wheelchair accessible, not all station facilities accessible	Partially ADA compliant	Fully wheelchair accessible	Fully wheelchair accessible: no barriers between platform and train.	Station wheelchair accessible, not all station facilities accessible
Depot Hours	Monday to Friday: noon to 5pm; weekend closed	No station hours	6:30 am to 2:00 pm, and 5:30 pm to 1am	Open for train arrivals and departures	No station hours
Baggage Service	No baggage service	No baggage service	Checked baggage service	No baggage service	No baggage service
Restrooms	Open during station hours	No restrooms	Open during station hours	Open for train arrivals and departures	No restrooms
Ticketing	No ticketing	No ticketing	Staffed counter	No ticketing	No ticketing
Telephones	No telephones	No telephones	Payphone available during station hours	Payphone available	Payphone available
Shared Uses	No shared use	No shared use	No shared use	No shared use	No shared use
Parking	Short term parking on street adjacent to station for passengers; long term pay parking available from private lot	Short and long term parking available adjacent to station	Unattended long term and short term parking available	Unattended long term and short term parking available	Unattended long term and short term parking available
Thruway	No Thruway connection	No Thruway connection	No Thruway connection	No Thruway connection	No Thruway connection

Location	Hammond-Whiting	Michigan City	South Bend	Elkhart	Waterloo
Transit Connections	N/A	Michigan City Municipal Coach - 5 min walk away	Transpo (South Bend Public Transportation Corporation) - 3 min walk away	Interurban Trolley - 2 min walk away	N/A

Source: Update from 2011 Indiana State Rail Plan, Amtrak, Great American Stations

Table A.8. Summary of Intercity Passenger Rail Stations in Indiana (Continued)

Location	Dyer	Rensselaer	Lafayette	Crawfordsville	Indianapolis	Connersville
Owner	CSXT /Amtrak (facility)	CSXT/Amtrak (facility)	City of Lafayette (facility and parking) / CSXT (platform and tracks)	CSXT/Amtrak (facility)	City of Indianapolis	CSXT /Amtrak (platform)
Address	913 Sheffield Avenue Dyer, IN 46311	776 North Cullen Street Rensselaer, IN 47978	200 North Second Street Lafayette, IN 47901	400 North Green Street Crawfordsville, IN 47933	350 South Illinois Street Indianapolis, IN 46225	1012 Eastern Avenue Connersville, IN 47331
Served by	<i>Cardinal</i> and <i>Hoosier State</i>	<i>Cardinal</i> and <i>Hoosier State</i>	<i>Cardinal</i> and <i>Hoosier State</i>	<i>Cardinal</i> and <i>Hoosier State</i>	<i>Cardinal</i> and <i>Hoosier State</i>	<i>Cardinal</i>
Service Frequency by Route	<i>Cardinal</i> : Three times per week <i>Hoosier State</i> : Four times per week	<i>Cardinal</i> : Three times per week <i>Hoosier State</i> : Four times per week	<i>Cardinal</i> : Three times per week <i>Hoosier State</i> : Four times per week	<i>Cardinal</i> : Three times per week <i>Hoosier State</i> : Four times per week	<i>Cardinal</i> : Three times per week <i>Hoosier State</i> : Four times per week	<i>Cardinal</i> : Three times per week
Station Location Type	Suburban	Rural	Urban	Suburban	Urban	Rural
Flag Stop	Regular stop	Regular stop	Regular stop	Flag stop	Regular stop	Regular stop
Shelter	Glass and aluminum shelter adjacent to the platform, some seating	Simple enclosed shelter with wooden benches, lighting, and electrical heat that stands by the platform	Romanesque style brick "Big Four" depot was built in 1902	Enclosed shelter on the platform	Modern intermodal Indianapolis station sits south of the historic 1888 Indianapolis Union Station, under a 1979 concrete train shed; waiting room	Brick shelter on the platform
ADA	Fully ADA compliant.	Minimally ADA compliant	Station wheelchair accessible, not all station facilities accessible	Minimally ADA compliant	Fully ADA compliant	Partially ADA compliant
Depot Hours	No station hours	No station hours	6:00 am to 10:00 pm daily	No station hours	Open 24 hours daily	No station hours
Baggage service	No baggage service	No baggage service	No baggage service	No baggage services	Checked baggage service	No baggage service

Location	Dyer	Rensselaer	Lafayette	Crawfordsville	Indianapolis	Connersville
Restrooms	No restrooms	No restrooms	Restrooms available during station hours	No restrooms	Restrooms available	No restrooms
Ticketing	No ticketing	No ticketing	Quik-Trak self-serve ticketing kiosk	No ticketing	Staffed counter	No ticketing
Telephones	No telephones	No telephones	Payphones during station hours	Payphones available	Payphones available	No telephones
Shared Uses	No shared use	No shared use	No shared use	No shared use	Set above an intermodal station	No shared use
Parking	Free short and long term parking available for passengers adjacent to the station	Free short and long term parking available for passengers adjacent to the station	City parking available for passengers; long term parking requires permit	Unattended short and long term parking available for passengers adjacent to station	Public parking available at Crowne Plaza Hotel at station	Unattended parking available adjacent to shelter
Intermodal	No Thruway connection	No Thruway connection	No Thruway connection	No Thruway connection	Thruway and Greyhound connection	No Thruway connection
Transit Connections	N/A	N/A	CityBus – 1 min walk away	N/A	IndyGo Bus – 7 min away	N/A

Source: Update from 2011 Indiana State Rail Plan, Amtrak, Great American Stations

Table A.9. Summary of NICTD Stations in Indiana

Location	Hammond	East Chicago	Gary/Chicago Airport	Metro Center (Gary)	Miller (Gary)	Portage/Ogden Dunes
Owner	NICTD	NICTD	Leased by NICTD	City of Gary	NICTD	NICTD
Address	4531 Hohman Avenue	5615 Indianapolis Boulevard	Also known as Clark Rd. located near 2nd Ave., approximately 1 mile from Airport terminal	Adam Benjamin Metro Center – 200 West 4th Avenue	Lake Street and U.S. Highway 12	Hillcrest Road and U.S. Highway 12
Service Frequency (Weekdays)	18 (Westbound and Eastbound)	18 (Westbound and Eastbound)	15 (Westbound and Eastbound)	17 (Westbound), 19 (Eastbound)	12 (Westbound), 14 (Eastbound)	12 (Westbound), 13 (Eastbound)
Station Location Type	Urban	Suburban	Suburban	Urban	Suburban	Suburban
Flag Stop	Regular stop	Regular stop	Flag stop	Regular stop	Regular stop	Regular stop
Shelter	Remodeled station house	Umbrella platform shelter	3 plexi-glass shelters	Umbrella platform shelter	Brick and tile	ADA shelter only
Agent Hours	No agent	5:10 A.M. - 12:35 P.M. Mo-Fr	No agent	No agent	No agent	No agent
Ticketing/Ticket Vending Machine (TVM)	TVM available	TVM available	No TVM	TVM available	No TVM	No TVM
ADA	Accessible	Accessible		Accessible		Accessible
Parking	Parking Spaces: 718 free	Parking spaces: 1,200 free	Parking spaces: 56 free	Parking spaces: 224 ; \$1.00 daily fee	Parking spaces: 248 free	Parking Spaces: 230 free
Intermodal	Hammond Transit	East Chicago bus transit; Hammond Transit	Access to airport by shuttle service	Gary Public Transportation Corp	Gary Public Transportation Corp	
Time Zone	Central	Central	Central	Central	Central	Central

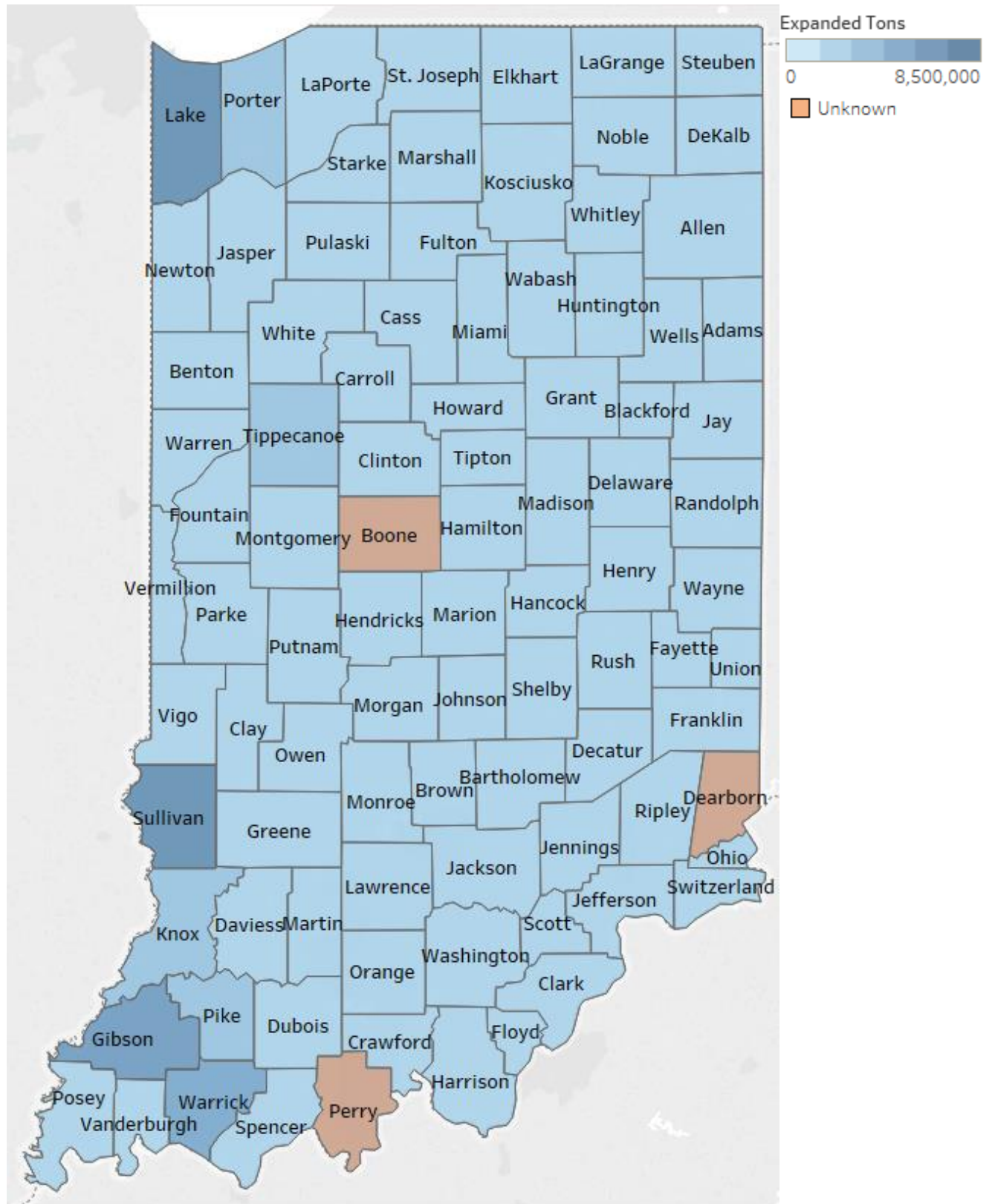
Source: Update from 2011 Indiana State Rail Plan, NICTD

Table A.10. Summary of NICTD Stations in Indiana (Continued)

Location	Dune Park (Chesterton)	Beverly Shores (Porter Co.)	11th Street (Michigan City)	Carroll Avenue (Michigan City)	Hudson Lake (LaPorte Co.)	South Bend Airport
Owner	NICTD	NICTD	NICTD	NICTD	NICTD	Leased by NICTD
Address	33 East U.S. Highway 12 - - (Junction of Indiana Route 49 and U.S. Highway 12)	U.S. Highway 12 and Broadway Street	114 East 11th Street	503 North Carroll Avenue -- (219) 874-4221 ext 247	County Road 700N and Chicago Road	4485 Progress Drive -- (Off of W. Lincolnway) -- (574) 233-3111
Service Frequency	13 (Westbound), 14 (Eastbound)	9 (Westbound), 13 (Eastbound)	11 (Westbound), 14 (Eastbound)	15 (Westbound), 16 (Eastbound)	6 (Westbound and Eastbound)	7 (Westbound and Eastbound)
Station Location Type	Suburban	Suburban	Suburban	Suburban	Rural	Suburban
Flag Stop	Regular stop	Flag Stop	Regular stop	Regular stop	Regular stop	Regular stop
Shelter	Station building with waiting room and restrooms (NICTD administrative office here)	Historic tile roof structure and stucco (Spanish style) structure with waiting room.	Small metal and glass shelter at end of adjacent parking lot, near 11th Street/Pines Street intersection	Small metal and glass shelter	Small metal and glass shelter	Overhead metal structure
Agent Hours	No agent	No agent	No agent	Agent Hours: 6:20 A.M. - 2:40 P.M. Mon-Fri -- Closed 11:00 A.M. - 11:30 A.M. Daily	No agent	6:05 A.M. - 1:30 P.M. Fri, Sat, Sun
Ticketing/Ticket Vending Machine (TVM)	TVM available	TVM available	No TVM	TVM available	No TVM	TVM available
ADA	Accessible			Accessible		Accessible
Parking	Parking spaces: 519 free	Parking spaces: 39 free	Parking spaces: 37 free (Lot fills quickly)	Parking spaces 201 free (Lot fills quickly)	Parking spaces: 20 free	South Bend Airport provides several different parking lots and rates.
Intermodal	V-Line		Michigan City Transit	Michigan City Transit		TRANSP0
Time Zone	Central	Central	Central	Central	Central	Eastern

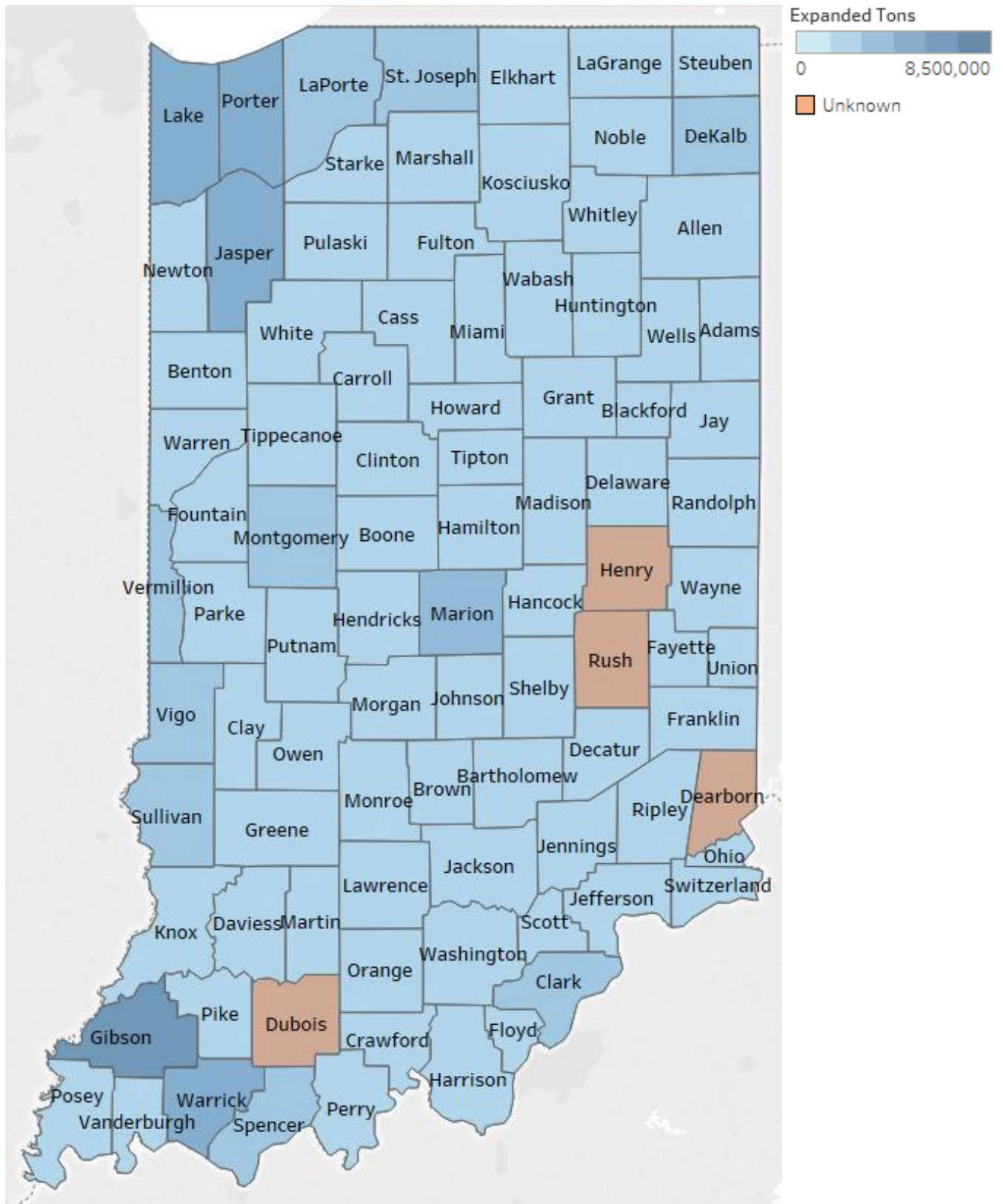
Source: Update from 2011 Indiana State Rail Plan, NICTD

Figure A.3: Tonnage by County for Rail Shipments Originating from Indiana, 2014 Tons



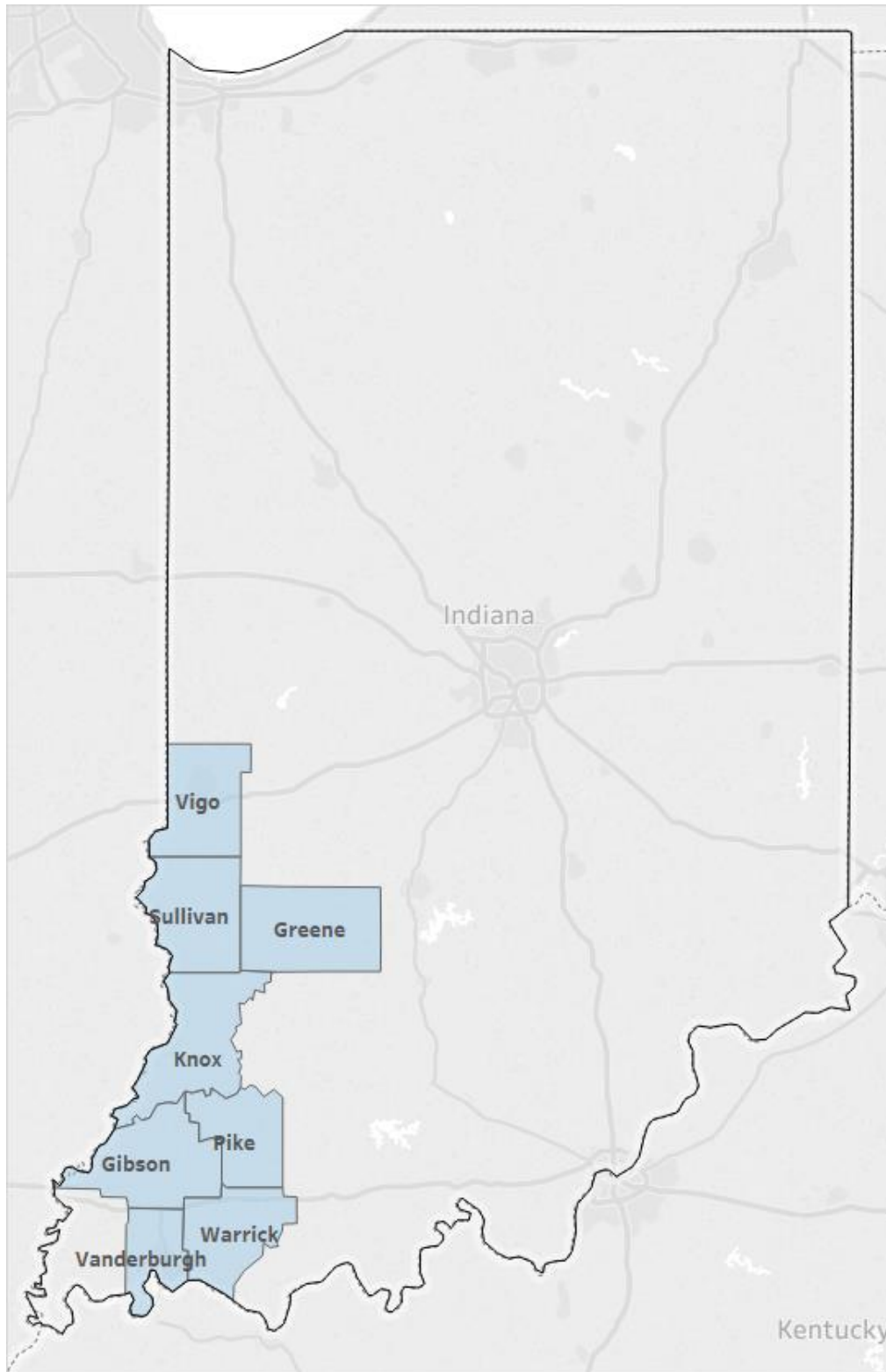
Source: 2014 Surface Transportation Board (STB) Carload Waybill Sample

Figure A.4: Tonnage by County for Rail Shipments Terminating in Indiana, 2014 Tons



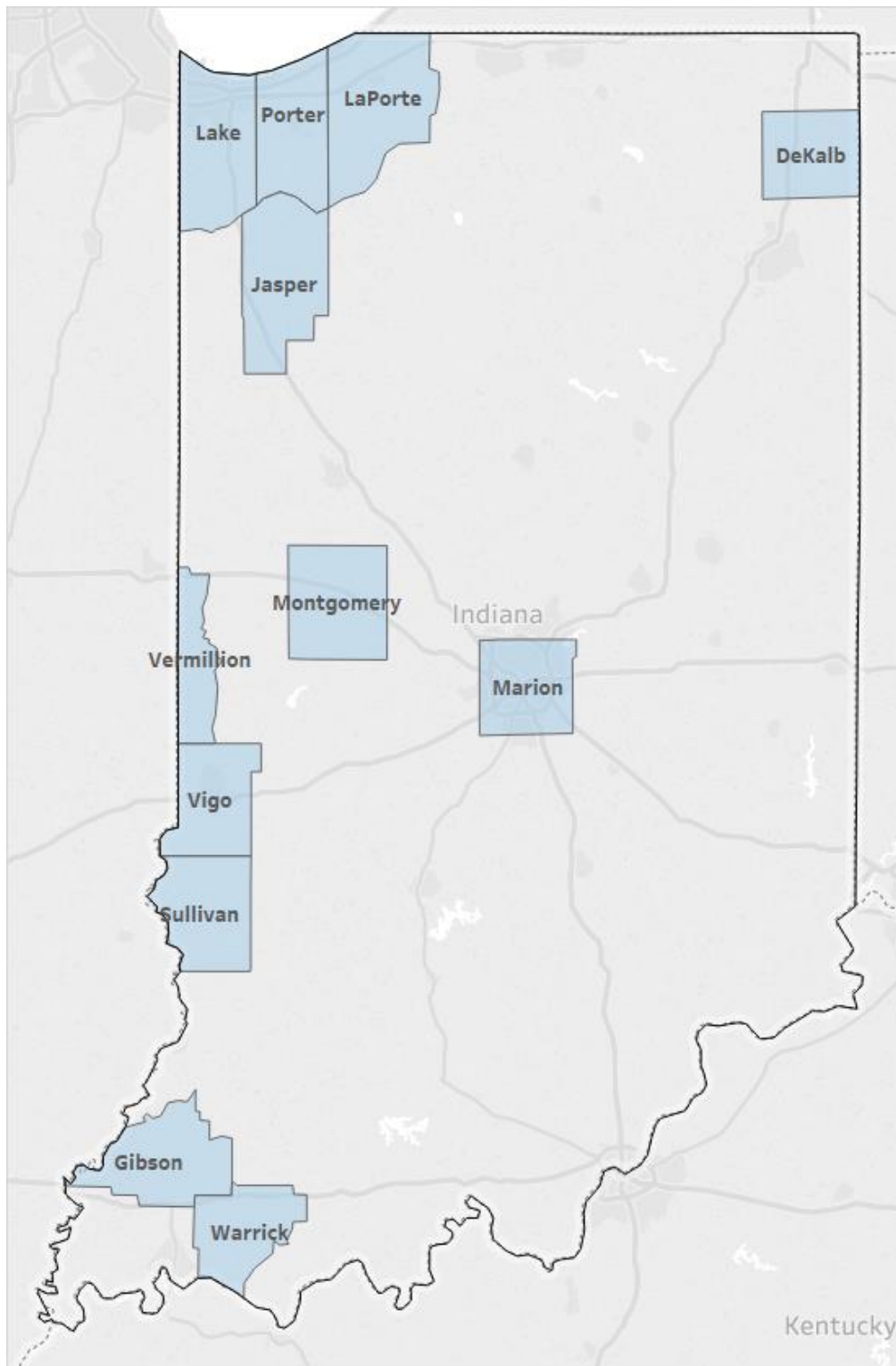
Source: 2014 Surface Transportation Board (STB) Carload Waybill Sample

Figure A.5: Originating Counties of Coal Shipped by Rail in Indiana, 2014 Tons



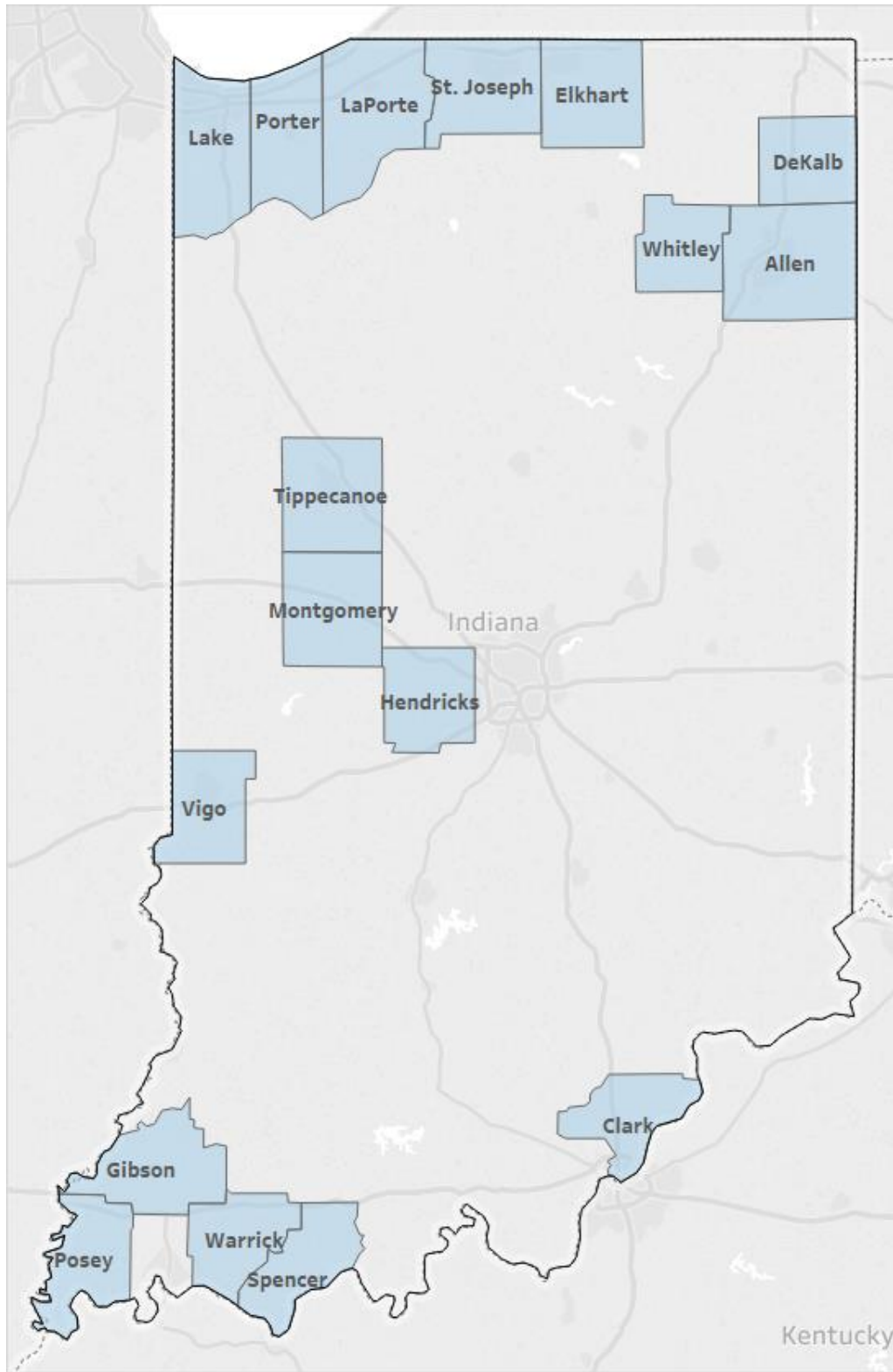
Source: 2014 Surface Transportation Board (STB) Carload Waybill Sample

Figure A.6: Terminating Counties of Coal Shipped by Rail to Indiana, 2014 Tons



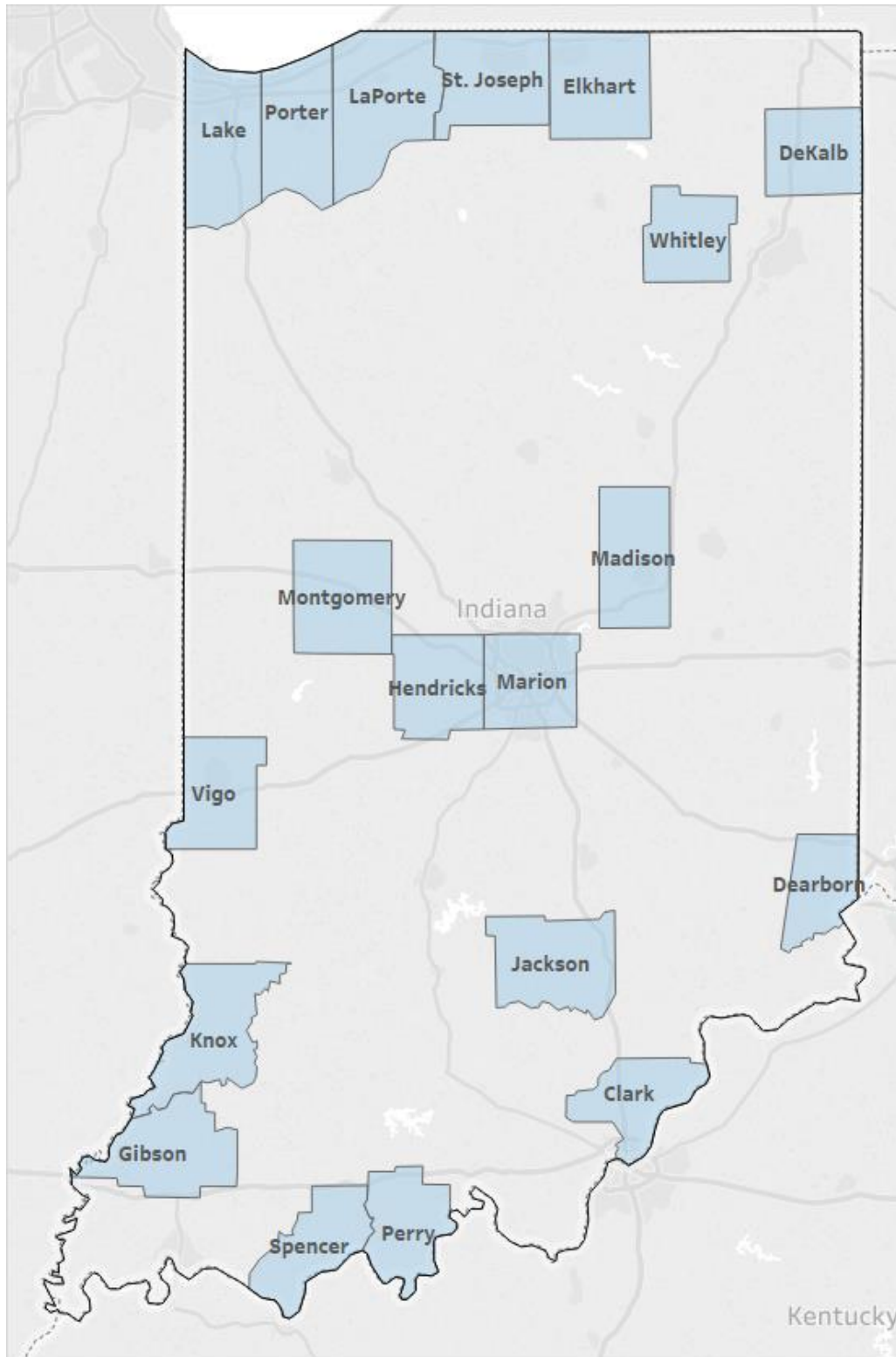
Source: 2014 Surface Transportation Board (STB) Carload Waybill Sample

Figure A.7. Originating Counties of Metal Products Shipped by Rail from Indiana, 2014 Tons



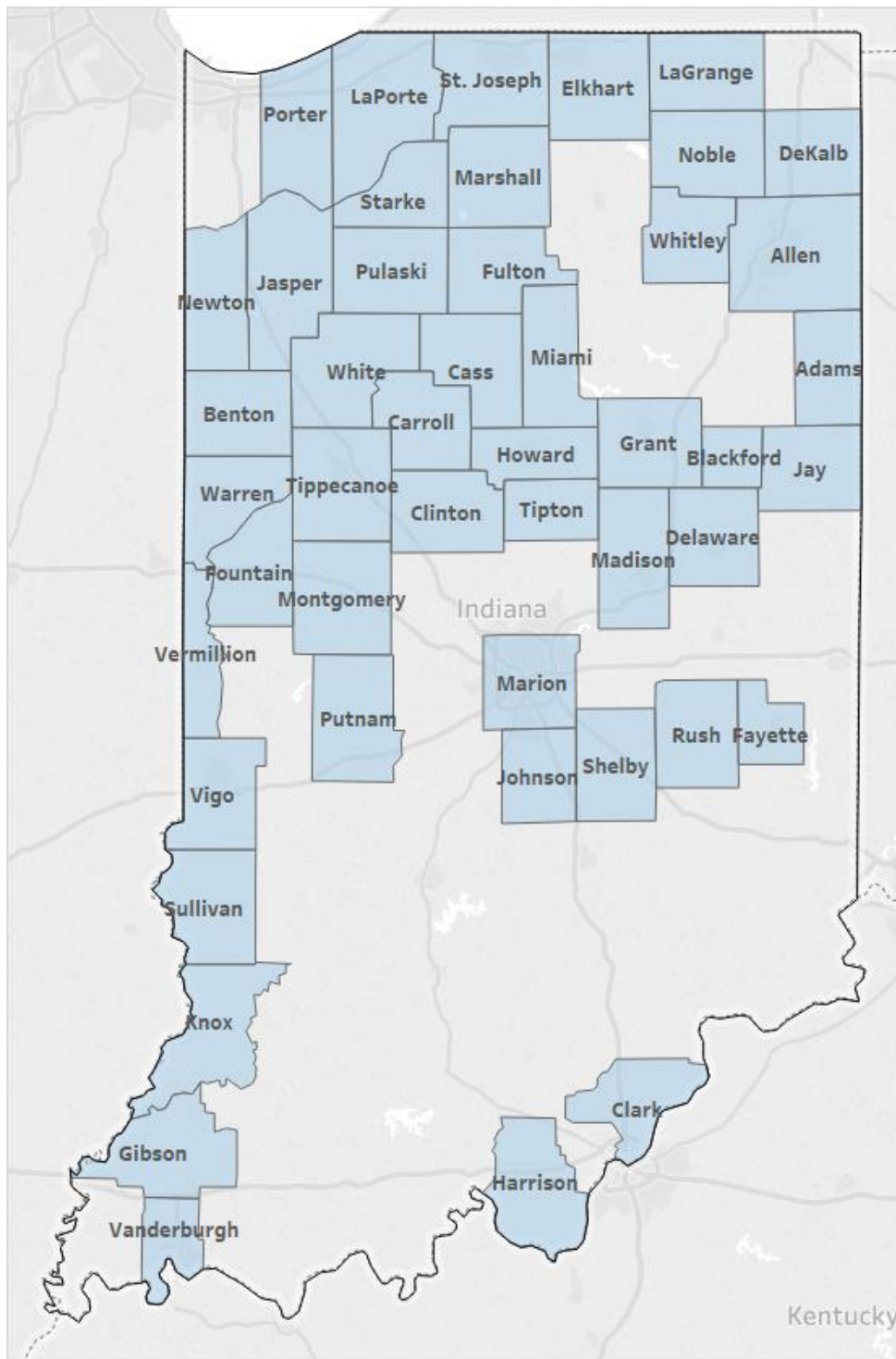
Source: 2014 Surface Transportation Board (STB) Carload Waybill Sample

Figure A.8. Terminating Counties of Metal Products Shipped by Rail to Indiana, 2014 Tons



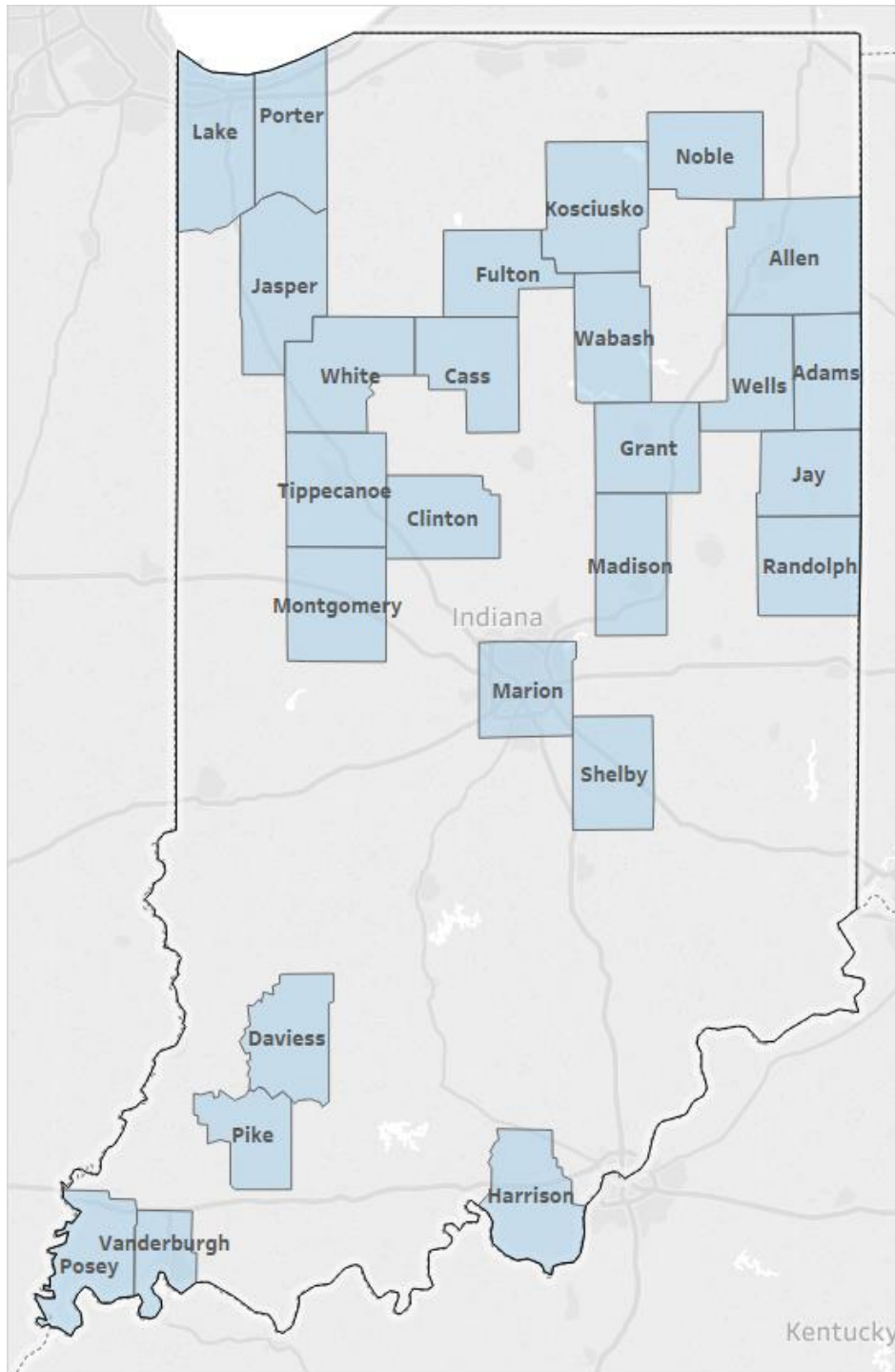
Source: 2014 Surface Transportation Board (STB) Carload Waybill Sample

Figure A.9. Originating Counties of Agricultural Products Shipped by Rail from Indiana, 2014 Tons



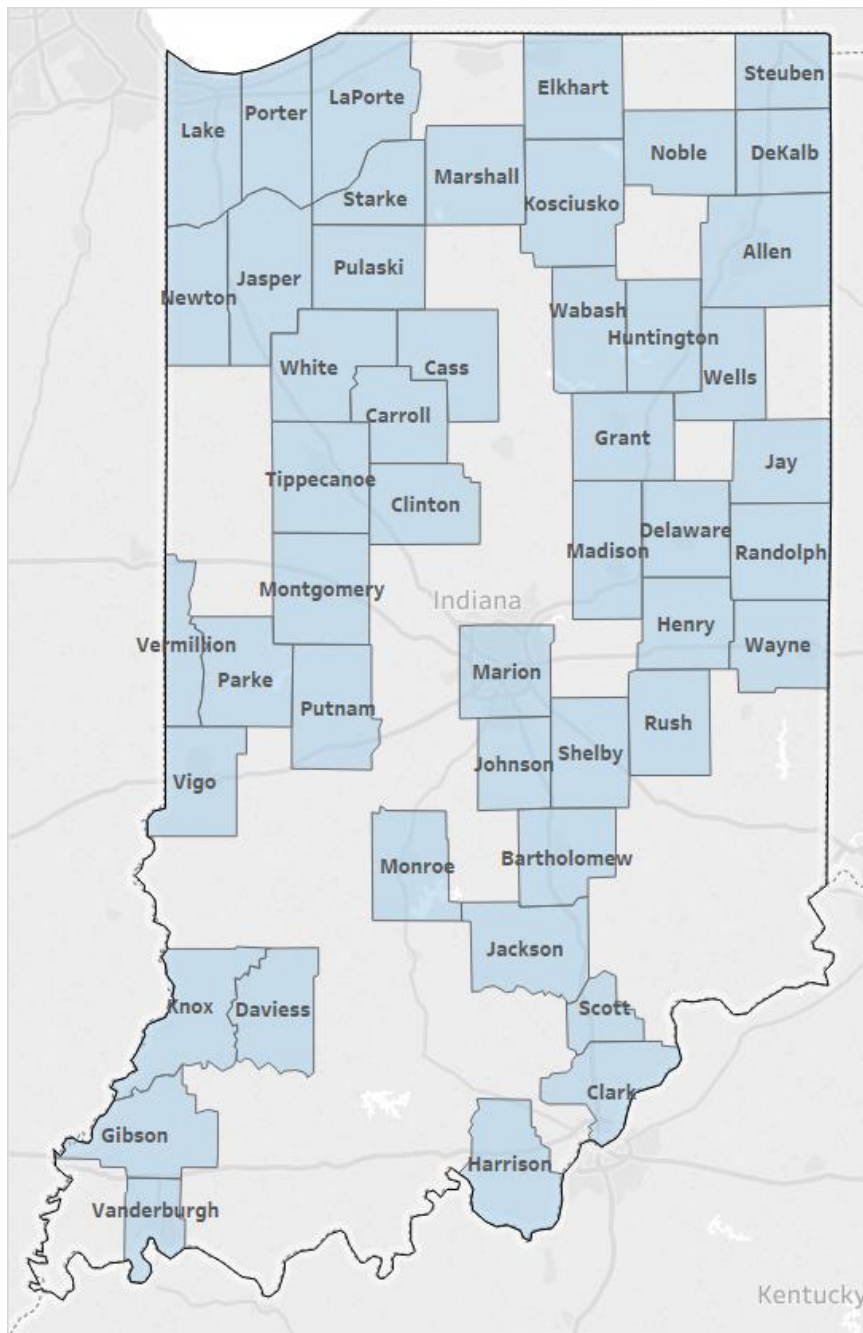
Source: 2014 Surface Transportation Board (STB) Carload Waybill Sample

Figure A.10. Originating Counties of Food Products Shipped by Rail from Indiana, 2014 Tons



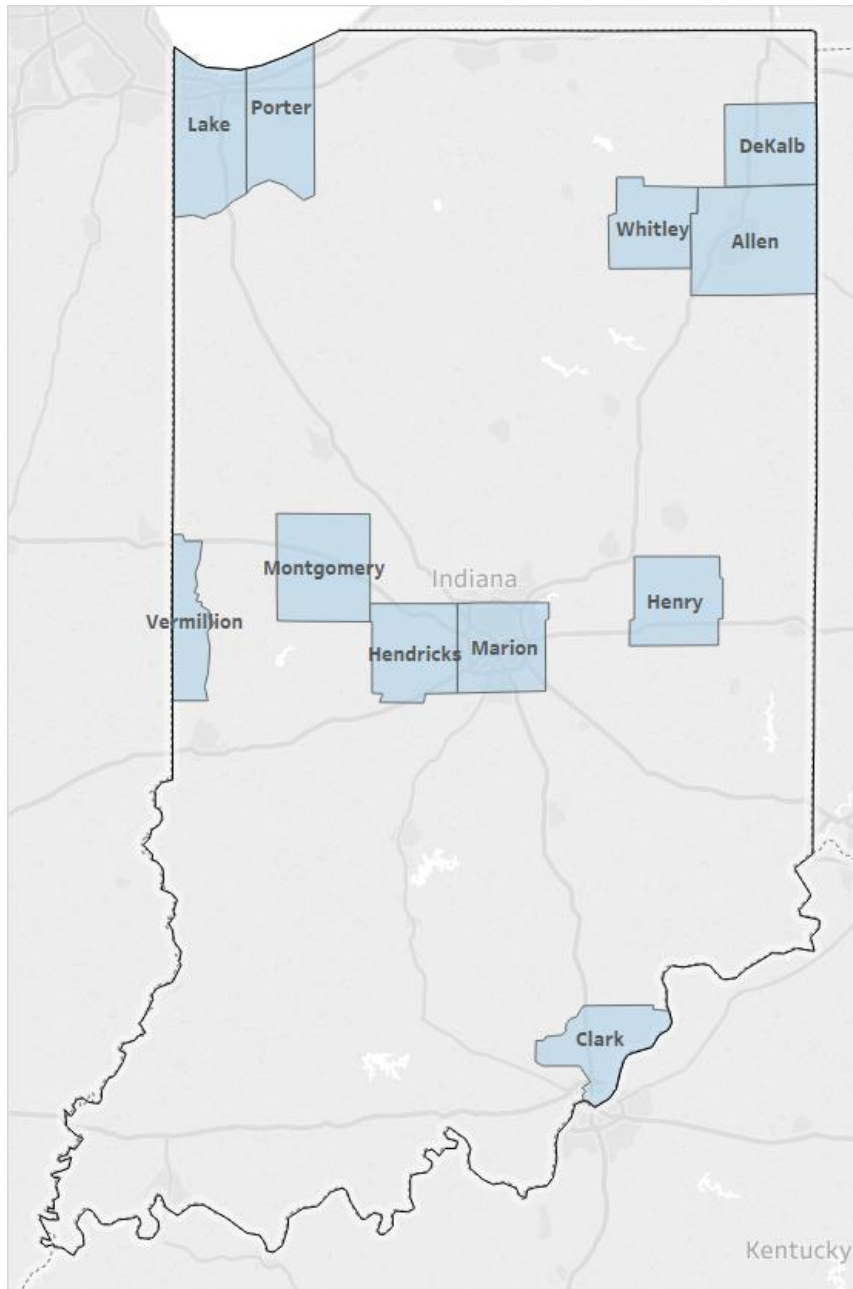
Source: 2014 Surface Transportation Board (STB) Carload Waybill Sample

Figure A.11. Terminating Counties of Chemical Products Shipped by Rail to Indiana, 2014 Tons



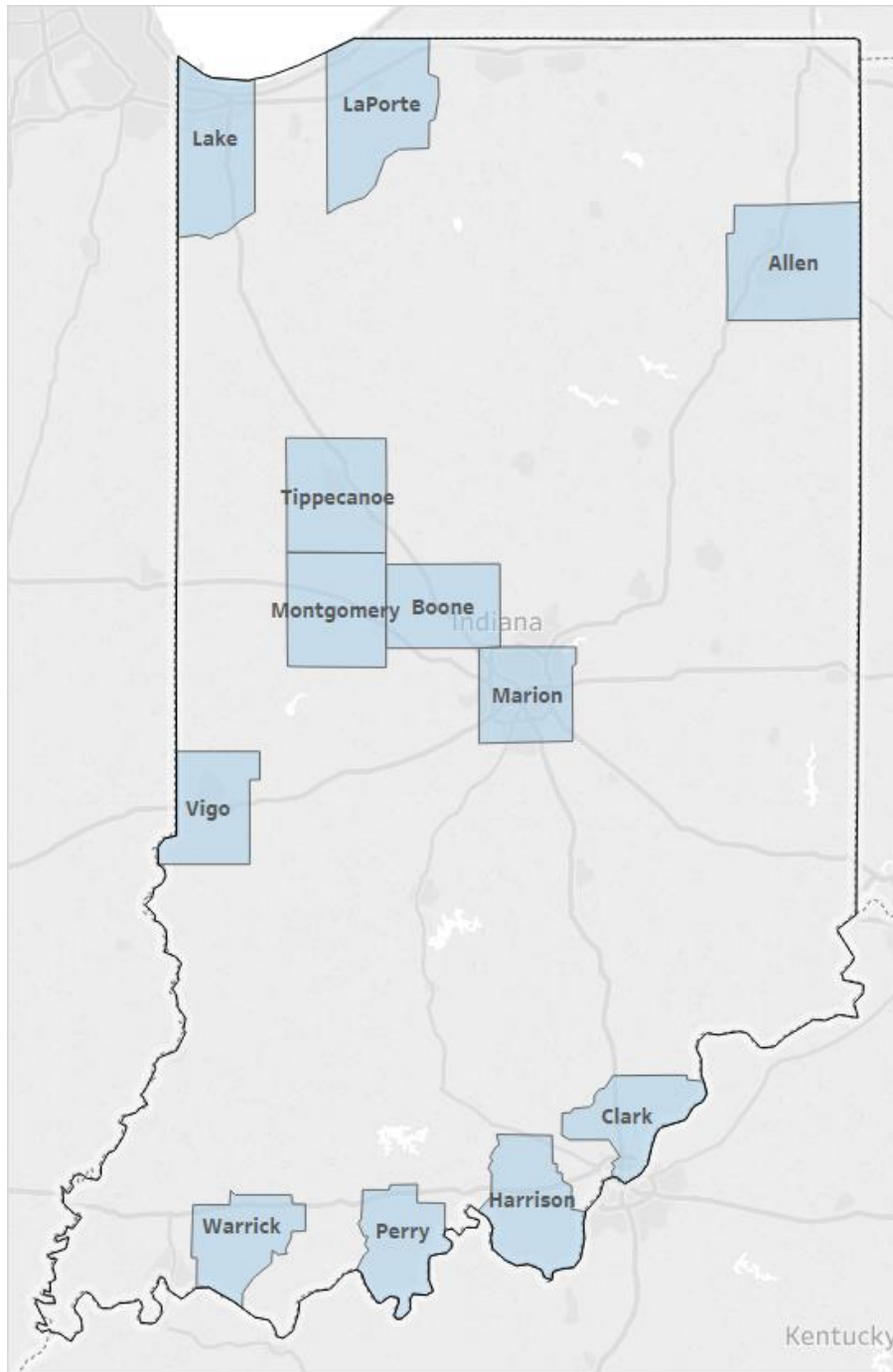
Source: 2014 Surface Transportation Board (STB) Carload Waybill Sample

Figure A.12. Terminating Counties of Waste Products Shipped by Rail to Indiana, 2014 Tons



Source: 2014 Surface Transportation Board (STB) Carload Waybill Sample

Figure A.13. Terminating Counties of Petroleum and Coal Products Shipped by Rail to Indiana, 2014 Tons



Source: 2014 Surface Transportation Board (STB) Carload Waybill Sample

Appendix B: Short-Range Investment Program

Table B.1. Short-Range Investment Program for Freight

Grantee	Funding Source	Project Type	County	Total Project Cost	Grant Award	Project Benefit
Cass County	Indiana Grade Crossing Fund	Pavement Markings	Cass	\$3,650	\$3,650	Crossing Safety
City of Evansville	Indiana Grade Crossing Fund	Pavement markings & signage	Vanderburgh	\$30,500	\$30,500	Crossing Safety
City of Fishers	Indiana Grade Crossing Fund	Other Safety Improvements-lights & gates	Hamilton	\$40,000	\$40,000	Crossing Safety
City of Jonesboro	Indiana Grade Crossing Fund	signage	Grant	\$1,445	\$1,445	Crossing Safety
City of Montpelier	Indiana Grade Crossing Fund	Pavement markings	Grant	\$4,000	\$4,000	Crossing Safety
City of Montpelier	Indiana Grade Crossing Fund	Pavement markings	Grant	\$4,000	\$4,000	Crossing Safety
City of North Vernon	Indiana Grade Crossing Fund	Pavement markings & signage	Jennings	\$12,100	\$12,100	Crossing Safety
City of Terre Haute	Indiana Grade Crossing Fund	Pavement markings	Vigo	\$20,767	\$20,767	Crossing Safety
Clark County	Indiana Grade Crossing Fund	Pavement markings	Clark	\$40,000	\$40,000	Crossing Safety
Grant County	Indiana Grade Crossing Fund	Pavement markings	Grant	\$3,458	\$3,458	Crossing Safety
Hendricks County	Indiana Grade Crossing Fund	Pavement markings & signage	Hendricks	\$30,969	\$30,969	Crossing Safety
Henry County	Indiana Grade Crossing Fund	Pavement markings & signage	Henry	\$31,882	\$31,882	Crossing Safety
Huntington County	Indiana Grade Crossing Fund	Pavement markings & signage	Huntington	\$19,320	\$19,320	Crossing Safety

Grantee	Funding Source	Project Type	County	Total Project Cost	Grant Award	Project Benefit
Jennings County	Indiana Grade Crossing Fund	Pavement markings & signage	Jennings	\$26,175	\$26,175	Crossing Safety
Morgan County	Indiana Grade Crossing Fund	Pavement Markings	Morgan	\$12,420	\$12,420	Crossing Safety
Noble County	Indiana Grade Crossing Fund	Pavement Markings & signage	Noble	\$9,345	\$9,345	Crossing Safety
Ripley County	Indiana Grade Crossing Fund	Pavement Markings & signage	Ripley	\$31,605	\$31,605	Crossing Safety
St. Joseph County	Indiana Grade Crossing Fund	Pavement Markings & signage	St. Joseph	\$39,900	\$39,900	Crossing Safety
Town of Cedar Lake	Indiana Grade Crossing Fund	Pavement Markings	Lake	\$4,780	\$4,780	Crossing Safety
Town of Odon	Indiana Grade Crossing Fund	Crossing closure	Daviess	\$15,000	\$15,000	Crossing Safety
Town of Osceola	Indiana Grade Crossing Fund	Pavement Markings, signage, & median barriers	St. Joseph	\$40,000	\$40,000	Crossing Safety
Town of Osgood	Indiana Grade Crossing Fund	Pavement Markings & signage	Ripley	\$10,875	\$10,875	Crossing Safety
Town of Sweetser	Indiana Grade Crossing Fund	Pavement Markings & signage	Grant	\$1,500	\$1,500	Crossing Safety
Vigo County	Indiana Grade Crossing Fund	Pavement Markings	Vigo	\$39,744	\$39,744	Crossing Safety
Warrick County	Indiana Grade Crossing Fund	Pavement Markings	Warrick	\$21,014	\$21,014	Crossing Safety
Town of Brookston	Indiana Grade Crossing Fund	Crossing Closure	White	\$10,000	\$10,000	Crossing Safety

Grantee	Funding Source	Project Type	County	Total Project Cost	Grant Award	Project Benefit
Pike County	Indiana Grade Crossing Fund	Crossing Closure	Pike	\$10,000	\$10,000	Crossing Safety
City of Seymour	Indiana Grade Crossing Fund	Crossing Closure	Jackson	\$15,000	\$15,000	Crossing Safety
Central Railroad Company of Indiana	Indiana Grade Crossing Fund	Crossing Surface	Decatur	\$96,027	\$40,000	Crossing Safety
Chicago, South Shore, & South Bend Railroad	Indiana Grade Crossing Fund	Crossing Surface	LaPorte	\$136,334	\$40,000	Crossing Safety
Dubois County Railroad	Indiana Grade Crossing Fund	Crossing Surface	Dubois	\$18,752	\$9,376	Crossing Safety
Elkhart & Western Railroad	Indiana Grade Crossing Fund	LED light upgrade & crossbuck signage	Fulton & Marshall	\$44,490	\$40,000	Crossing Safety
Hoosier Heritage Port Authority	Indiana Grade Crossing Fund	Crossing Surface	Hamilton	\$198,445	\$40,000	Crossing Safety
Indiana Harbor Belt Railroad	Indiana Grade Crossing Fund	Crossing Surface	Lake	\$169,253	\$40,000	Crossing Safety
Indiana Northeastern Railroad	Indiana Grade Crossing Fund	Crossing Surface	Steuben	\$47,980	\$23,990	Crossing Safety
Madison Railroad	Indiana Grade Crossing Fund	Crossing Surface	Jennings	\$52,828	\$26,414	Crossing Safety

Grantee	Funding Source	Project Type	County	Total Project Cost	Grant Award	Project Benefit
Toledo, Peoria, and Western Railroad	Indiana Grade Crossing Fund	Crossing Surface	Newton	\$126,159	\$40,000	Crossing Safety
Gary Railway	Industrial Rail Service Fund	Tie/Ballast replacement, Rail Replacement	Lake	\$439,504	\$294,468	This project will dramatically enhance the ability of GRW to better serve the United States Steel operations. Benefiting the City of Gary and Northwest Indiana so that USS Steel remains a competitor in the global steel market.
Dubois County Railroad	Industrial Rail Service Fund	Tie/Ballast replacement	Dubois	\$348,410	\$261,308	The project will improve the track from Excepted to Class 2 status and be qualified as 286K capable. These improvements will increase the interchange procedures with NS by potentially allowing the interchange of cars to take place on DCRR's track, instead of the NS mainline.
Indiana Northeastern Railroad	Industrial Rail Service Fund	Rail Replacement	Steuben	\$609,059	\$300,000	All three improvements on this line will help provide improved business on the line and allow for potential new customers, in the near future.

Grantee	Funding Source	Project Type	County	Total Project Cost	Grant Award	Project Benefit
Toledo, Peoria, & Western Railway Corp.	Industrial Rail Service Fund	Rail Replacement	Newton	\$600,000	\$300,000	This project will aid in ensuring consistent and uninterrupted service for rail customers receiving services from TPW. This project would remove all rail defects and allow for operation at speeds greater than 10 MPH within the project limits.
Central Railroad Company of Indianapolis	Industrial Rail Service Fund	Rail Replacement	Howard	\$600,000	\$270,000	The project targets an area forecasting future growth from the Honda Greensburg plant. This project will improve track conditions suitable for 25 mph speeds; improving service to the larger companies that depend on this rail line.

Grantee	Funding Source	Project Type	County	Total Project Cost	Grant Award	Project Benefit
Elkhart & Western Railroad Co.	Industrial Rail Service Fund	New construction of industrial track	Marshall	\$247,857	\$146,235	Completion of the project would allow a local Paper Company to convert some inbound shipments from truck to railcars and further improve the existing site for future growth and possibly remove over 300 long haul trucks per year from Indiana's highways and bridges. The Marshall County Economic Development Commission is fully supportive of this industrial track project along with the expansion of the Viking facility. Completion of this project would be a benefit for the community's economic growth.

Grantee	Funding Source	Project Type	County	Total Project Cost	Grant Award	Project Benefit
The Indiana Rail Road Company	Industrial Rail Service Fund	Yard Improvement	Marion	\$1,723,032	\$300,000	The project will improve the track structure to better handle 286,000 lb. cars used by rail users; creating a more robust track structure to ensure a safer work environment for moving intermodal containers. This project will create new jobs and help support the retainage of current employees. The infrastructure enhancements will also assist in future growth.
Madison Railroad	Industrial Rail Service Fund	Tie/Ballast Replacement	Jefferson & Jennings	\$500,000	\$300,000	The project will allow the railroad to rehabilitate the 7.65 miles and improve the line to safely handle 286K cars throughout the length of the line and to meet FRA Class II track standards. As a result, the railroad would be able to handle all current and proposed traffic.

Grantee	Funding Source	Project Type	County	Total Project Cost	Grant Award	Project Benefit
Port of Indiana - Jeffersonville	USDOT TIGER Discretionary Grant Program	Construction of a siding to accommodate unit train delivery, reconfiguration of the waterfront railroad infrastructure including two new rail loops, construction of a waterfront barge/rail intermodal facility that will more than , construction of a rail yard to facilitate transload, and construction of more than a mile of the railroad extension towards the River Ridge Commerce Center	Clark	\$17,000,000	\$10,000,000	Project will double the port's capacity and provide the capability to meet projected cargo demands through 2029
Norfolk Southern Railway	Railroad Safety Infrastructure Improvement Program	Upgrade older train activated warning device	Gibson	\$320,000	\$160,000	Improve safety
Norfolk Southern Railway	Railroad Safety Infrastructure Improvement Program	Upgrade older train activated warning device	Jasper	\$320,000	\$160,000	Improve safety
Norfolk Southern Railway	Railroad Safety Infrastructure Improvement Program	Upgrade older train activated warning device	Delaware	\$320,000	\$160,000	Improve safety
CSX Transportation	Railroad Safety Infrastructure Improvement Program	Upgrade older train activated warning device	Sullivan	\$320,000	\$160,000	Improve safety

Grantee	Funding Source	Project Type	County	Total Project Cost	Grant Award	Project Benefit
Norfolk Southern Railway	Section 130 Program	Active grade crossing equipment Installation/upgrade	Wabash	\$310,000	\$310,000	Improve safety
Norfolk Southern Railway	Section 130 Program	Active grade crossing equipment Installation/upgrade	Miami	\$310,000	\$310,000	Improve safety
Norfolk Southern Railway	Section 130 Program	Active grade crossing equipment Installation/upgrade	Allen	\$310,000	\$310,000	Improve safety
Norfolk Southern Railway	Section 130 Program	Active grade crossing equipment Installation/upgrade	Kosciusko	\$310,000	\$310,000	Improve safety
Norfolk Southern Railway	Section 130 Program	Active grade crossing equipment Installation/upgrade	Kosciusko	\$310,000	\$310,000	Improve safety
Central Railroad of Indianapolis	Section 130 Program	Active grade crossing equipment Installation/upgrade	Grant	\$310,000	\$310,000	Improve safety
Norfolk Southern Railway	Section 130 Program	Active grade crossing equipment Installation/upgrade	Wells	\$310,000	\$310,000	Improve safety
Indiana Rail Road	Section 130 Program	Active grade crossing equipment Installation/upgrade	Vigo	\$310,000	\$310,000	Improve safety
CSX Transportation	Section 130 Program	Active grade crossing equipment Installation/upgrade	Knox	\$310,000	\$310,000	Improve safety
CSX Transportation	Section 130 Program	Active grade crossing equipment Installation/upgrade	Knox	\$310,000	\$310,000	Improve safety

Grantee	Funding Source	Project Type	County	Total Project Cost	Grant Award	Project Benefit
CSX Transportation	Section 130 Program	Active grade crossing equipment Installation/upgrade	Gibson	\$310,000	\$310,000	Improve safety
CSX Transportation	Section 130 Program	Active grade crossing equipment Installation/upgrade	Gibson	\$430,000	\$430,000	Improve safety
Canadian National Railway	Section 130 Program	Active grade crossing equipment Installation/upgrade	LaPorte	\$310,000	\$310,000	Improve safety
Canadian National Railway	Section 130 Program	Active grade crossing equipment Installation/upgrade	Porter	\$310,000	\$310,000	Improve safety
Norfolk Southern Railway	Section 130 Program	Active grade crossing equipment Installation/upgrade	Tipton	\$310,000	\$310,000	Improve safety
Norfolk Southern Railway	Section 130 Program	Active grade crossing equipment Installation/upgrade	Madison	\$310,000	\$310,000	Improve safety
CSX Transportation	Section 130 Program	Active grade crossing equipment Installation/upgrade	Randolph	\$310,000	\$310,000	Improve safety
CSX Transportation	Section 130 Program	Active grade crossing equipment Installation/upgrade	Randolph	\$310,000	\$310,000	Improve safety
CSX Transportation	Section 130 Program	Active grade crossing equipment Installation/upgrade	Delaware	\$480,000	\$480,000	Improve safety
Norfolk Southern Railway	Section 130 Program	Active grade crossing equipment Installation/upgrade	Huntington	\$310,000	\$310,000	Improve safety
INDOT/City of Columbus	Various	Grade Separation	Bartholomew	\$30,000,000	\$28,500,000 public sector funds	Improves safety, mobility

Appendix C: Long-Range Investment Program

Table C.1. Long-Range Investment Program for Freight

County	Project	Cost	Railroad	Benefit	Source	Project Type
Tipton County	Connection to NS in Tipton	\$1,400,000	HHPA	Freight, less highway traffic	State Rail Plan Survey	Connection
Steuben County, LaGrange County	PTC	\$350,000	IN	None, continued service.	State Rail Plan Survey	Connection
Gibson County	Cross over from NS — AWW Sub. ISRR Unit Train Handling	\$4,500,000	ISRR	Operations, mobility	Railroads of Indiana	Connection
Howard, Grant, and Blackford Counties	Crossing warning device upgrades	\$324,000	CERA	improve safety,	State Rail Plan Survey	Crossing
Howard, Grant, and Blackford Counties	Crossing replacement	\$1,000,000	CERA	improve safety	State Rail Plan Survey	Crossing
Porter County	Rail crossings S of Porter Co Airport (Montdale Dr and CR 400E, CFER & N-S RRs)	\$16,600,000	CFER, NS	Safety, mobility	Conexus	Crossing
Decatur County	Greensburg crossing rebuilds	\$408,000	CIND	safer crossings, better community relations	State Rail Plan Survey	Crossing
Lake County	Grade Separation - SR 312 in East Chicago	\$15,300,000	CN	Safety, mobility	NIRPC	Crossing
Lake County	Grade Separation - 5th Avenue in Gary	\$12,600,000	CN	Safety, mobility	NIRPC	Crossing
Porter County	Construct Bailey Station Rd (?)grade separations in Chesterton	\$10,000,000	CN, CSX, NS	Safety, mobility	Conexus	Crossing
Lake County	Grade Separation - Calumet Avenue in Munster	\$54,000,000	CN/CSX	Safety, mobility	NIRPC	Crossing
Lake County	Grade Separation - Euclid Road in East Chicago	\$11,900,000	CSX	Safety, mobility	NIRPC	Crossing
Porter County	Grade Separation - SR 149 in Porter County	\$5,900,000	CSX	Safety, mobility	NIRPC	Crossing
Hamilton County	Fair Train crossing replacements, 216th Street	\$81,000	HHPA	State of good repair	Railroads of Indiana	Crossing

County	Project	Cost	Railroad	Benefit	Source	Project Type
Marion County	Fair Train crossing replacements, 52nd Street	\$84,000	HHPA	State of good repair	Railroads of Indiana	Crossing
Marion County	Fair Train crossing replacements, 56th Street	\$97,000	HHPA	State of good repair	Railroads of Indiana	Crossing
Marion County	Fair Train crossing replacements, Keystone Avenue	\$342,000	HHPA	State of good repair	Railroads of Indiana	Crossing
Steuben County, LaGrange County	Signal Flasher Replacement	\$25,000	IN	State of good repair	Railroads of Indiana	Crossing
Steuben County, LaGrange County	County/City Grade Crossing Rebuild	\$38,000	IN	State of good repair	Railroads of Indiana	Crossing
Steuben County, LaGrange County	State Road Grade Crossing Rebuild	\$41,000	IN	State of good repair	Railroads of Indiana	Crossing
Multiple Counties	Crossing Reduction	\$125,000	LIRC	Improved public safety, risk of grade crossing collisions	State Rail Plan Survey	Crossing
Multiple Counties	Warning Device Improvement	\$5,250,000	LIRC	Improved public safety, risk of grade crossing collisions	State Rail Plan Survey	Crossing
Lake County	Grade Separation - Calument Avenue in Hammond	\$19,700,000	NICTD/NS	Safety, mobility	NIRPC	Crossing
Kosciusko County	Warsaw RR Grade Separation - E-W street underpass or overpass at NS in Warsaw	\$10,000,000	NS	Safety, mobility	Conexus	Crossing
Multiple Counties	Crossing warning device upgrades	\$180,000	TPW	improve safety	State Rail Plan Survey	Crossing
Multiple Counties	Crossing replacement	\$1,000,000	TPW	improve safety	State Rail Plan Survey	Crossing
Multiple Counties	Indiana sub Crossing, Ties, Surfacing — 40 miles	\$5,800,000	TPW	State of good repair	Railroads of Indiana	Crossing

County	Project	Cost	Railroad	Benefit	Source	Project Type
Warren County	Bee Line Extension	\$5,000,000	BLRR	Increase traffic, reduce road wear, more profit for farmers, better outcome for Warren County	State Rail Plan Survey	Industrial Access
Blackford County	Hartford City, IN	\$380,000	CERA	new 1585' stub track , new rail customer	State Rail Plan Survey	Industrial Access
Adams County	Decatur Siding	\$1,000,000	CFER	2,000 ft siding , Bunge support siding at Decatur	State Rail Plan Survey	Industrial Access
Jefferson County	Purchase land for railroad development of industrial track	\$200,000	CMPA	Economic development	Railroads of Indiana	Industrial Access
Jefferson County	Construct spur- Madison Industrial Park to Industry	\$1,000,000	CMPA	Service to multiple industries, job creation and increased car loads	Railroads of Indiana	Industrial Access
Porter County	Ports of Indiana - Burns Harbor Additional Rail Access. Extend the CSSB tracks to the ports of Indiana - Burns Harbor.	Unknown	CSSB	Create economic development giving further rail access to the Ports of Indiana	Conexus	Industrial Access
St. Joseph County	Build a loop track or other facility to enable unit trains in an area near New Carlisle	Unknowns	CSSB, NS	Create economic development opportunity	St. Joseph County	Industrial Access
Porter County	Extend CSX tracks to the Ameriplex industrial area north of I-94 near SR 249 in Portage	Unknown	CSX	Economic development	Conexus	Industrial Access
St. Joseph County	Build rail spur or other access to CSX and NS rail lines from location near Walkerton	Unknown	CSX, NS	Create economic development opportunity, dual served location	St. Joseph County	Industrial Access

County	Project	Cost	Railroad	Benefit	Source	Project Type
Posey County	Rail access to megasite	Unknown	EVW	Economic development	Ports of Indiana	Industrial Access
Elkhart County	Zentis Industrial Spur	\$500,000	EWR	Remove more than 1,000 annual trucks from the roads, industry continues to ship via truck only	State Rail Plan Survey	Industrial Access
St. Joseph County	Relay EWR track to support industrial development, improve roadway access	Unknown	EWR, NS	Economic development	St. Joseph County	Industrial Access
Vanderburgh County	Extend Vanderburgh Industrial Park Rail (ISRR) around site (near SR 57 & I-164)	\$200,000	ISRR	Economic development, access	Conexus	Industrial Access
Warrick County	Rail to North Warrick Industrial Park from Indiana Southern RR	\$1,000,000	ISRR	Economic development, access	Conexus	Industrial Access
Davies County	Track Infrastructure — GPC Motrin Warehouse	\$2,500,000	ISRR	Track build - GPC Motrin warehouse , open more markets from truck	Railroads of Indiana	Industrial Access
Multiple Counties	Industrial Lead Infrastructure Improvement	\$5,600,000	LIRC	Increased track capacity to active industrial locations, future weight restrictions	State Rail Plan Survey	Industrial Access
Scott County	Rail Spur into Industrial Park (L&I RR in negotiations) Spur from LIRR north of SR 356 to east of US 31	\$2,000,000	LIRC	Economic development	Conexus	Industrial Access
Clark County	Ports of Indiana - River Ridge Commerce Center Rail Connection - Connect the Ports of Indiana to River Ridge along the Transportation Corridor	\$40,000,000	MGR	Economic development, connectivity	Conexus	Industrial Access

County	Project	Cost	Railroad	Benefit	Source	Project Type
Allen County	Industrial spur into industrial park	\$1,500,000	MSO	Provide rail access to currently unserved industrial park, park remains "truck only" access, limiting development	State Rail Plan Survey	Industrial Access
Lake County	Northwind Crossing Rail Spur - Design and build rail spur from NS tracks south of West 61st Avenue to the Northwind Crossing industrial area in Hobart	Unknown	NS	Economic development	Conexus	Industrial Access
Starke County	NS RR new rail spur @ Knox Industrial Park - Extend the NS tracks throughout the Knox Industrial Park	\$2,000,000	NS	Economic development	Conexus	Industrial Access
Blackford County	Norfolk Southern Hartford City Industry Rail Spurs - Build new rail spurs along NS line near US 26.	\$3,000,000	NS	Access, economic development	Conexus	Industrial Access
Wayne County	Midwest Industrial Park rail spur - Extend NS tracks throughout Midwest Industrial Park	\$300,000	NS	Economic development, access	Conexus	Industrial Access
Warren County	Install new siding at Foster	\$100,000	VVR	State of good repair, economic development	Railroads of Indiana	Industrial Access
Montgomery County	CSX rail transfer station at CR 200S	\$20,000,000	CSX	Access, economic development	Conexus	Multimodal
LaPorte County	Kingsbury Multimodal. Extend rail lines into Kingsbury Industrial Park that will provide a niche multimodal rail service yard for the distribution of cold storage commodities from Kingsbury, Indiana, to Tampa Bay, Florida via CSX Rail.	\$25,600,000	CSX	Create economic development giving further rail access to Northern Indiana industries.	Conexus	Multimodal
Vanderburgh County	Newport Rail / Truck Intermodal Facility (NW of US 41 & Baseline Rd)	\$58,500,000	CSX	Multimodal Access	Conexus	Multimodal

County	Project	Cost	Railroad	Benefit	Source	Project Type
Spencer County	Rockport Rail to Water Connector (ext RR ties fr N of AEP to Mulzer Crushed Stone port on river)	\$500,000	HOS	Economic development, access	Conexus	Multimodal
Spencer County	Intermodal yard	\$2,000,000	HOS	Intermodal transfer from truck, to rail to river and vice-versa. The effect on industry , our shortline and Class I connector could be tremendous. Missed opportunities	State Rail Plan Survey	Multimodal
Marion County	Expansion of Indy intermodal ramp	\$4,000,000	INRD	growth in distribution, loss of business to Chicago	State Rail Plan Survey	Multimodal
Marion County	Constructing a new automobile loading and unloading ramp in Indianapolis.	\$4,000,000	INRD	No auto ramps presently exist in Indianapolis. New autos continue to be trucked into the Indianapolis metropolitan area from other locations.	State Rail Plan Survey	Multimodal
Vanderburgh County	Evansville Transload — Land / Infrastructure	\$10,000,000	ISRR	Economic development, access	Railroads of Indiana	Multimodal
Morgan County	Transload — Land/ Infrastructure	\$19,025,000	ISRR	Economic development, access	Railroads of Indiana	Multimodal

County	Project	Cost	Railroad	Benefit	Source	Project Type
Noble County	Yard expansion	\$1,000,000	KTR	Increase transload area, continue with current capacity limitations	State Rail Plan Survey	Multimodal
Clark County	Dutch Yard Completion	\$2,500,000	LIRC	Increased polymer transload capacity, existing and future traffic forced to highways	State Rail Plan Survey	Multimodal
Porter County	Rail and bulk transload project	\$20,000,000	NS	Economic development, access	Ports of Indiana	Multimodal
Wayne County	Develop NS trans-loading facility at the former Dana Corp site at Williamsburg Pike	\$6,000,000	NS	Access, economic development	Conexus	Multimodal
Allen County	Triple Crown Intermodal - Expand the Triple Crown yard in Fort Wayne so that it provides East Coast service from Norfolk, VA	\$22,700,000	NS	Mobility, access	Conexus	Multimodal
Vanderburgh County	Rebuild our railroad yard and transload tracks	\$750,000	OVR	Significant increases in just-in-time storage primarily for plastics industry, no new manufacturing jobs and tax base loss	State Rail Plan Survey	Multimodal
White County	Hoosier Lift (Wolcott, IN)	\$1,000,000	TPW	land/infrastructure, support transloading	State Rail Plan Survey	Multimodal
Lawrence County	Bedford Rail Project (purchase rail property from Bedford to Mitchell from CSX) to create inland port	\$1,000,000	CSX	Economic development, access	Conexus	Multimodal, Industrial Access

County	Project	Cost	Railroad	Benefit	Source	Project Type
Jefferson County	Purchase of land in former Jefferson Proving Ground to construct a transload facility for storage capability, equipment and loading dock	\$3,000,000	CMPA	Access, economic development	Railroads of Indiana	Multimodal, Operational Improvement
Dearborn County	Rail access to port facility in Lawrenceburg	Unknown	CSX	Economic development, access	Ports of Indiana	Multimodal, Industrial Access
LaPorte County	PC 400 Siding	\$1,500,000	CFER	7600 ft siding. Increase velocity, allow Ewing to transload	State Rail Plan Survey	Operational improvement
Lake County, LaPorte County, and Marshall County	Signal upgrades	\$2,000,000	CFER	Hobart-Tolleston, Plymouth, Hanna, switch targets. Increase velocity, reduce fuel consumption	State Rail Plan Survey	Operational improvement
Ripley County	Construction of additional repair and storage track facility	\$1,000,000	CIND	Operations	Railroads of Indiana	Operational improvement
Jefferson County	Construction of engine shop to store equipment	\$175,000	CMPA	Improved operations	Railroads of Indiana	Operational improvement
Porter County	Wilson Siding Create new staging track for CN, CSX, NS RRs west of North Jackson Boulevard to facility rail movements in Porter.	\$8,000,000	CN, CSX, NS	Mobility - Relieves bottleneck	Conexus	Operational improvement
Lake County	Gibson industry support yd	\$5,000,000	IHBR	Attract additional industrial users, improve flow of unit trains and	State Rail Plan Survey	Operational improvement

County	Project	Cost	Railroad	Benefit	Source	Project Type
Lake County	Gibson terminal expansion (3.5 miles additional main track plus yard leads and crossovers)(6 track industry support yard)	\$15,000,000	IHBR	attract additional local and through business due to increased velocity and improve rail traffic flow, relieve main/yard bottlenecks through Gibson (Hammond) area at Gibson yard and East Chicago/Hammond IHB NWI customer cars	State Rail Plan Survey	Operational improvement
Vanderburgh County	Taylor Siding - 1500' Run Around Track	\$350,000	ISRR	1500' siding , support transloading	Railroads of Indiana	Operational improvement
Vanderburgh County	2000' CSX Interchange Track	\$400,000	ISRR	Interchange (CSX)/switching track , improve efficiency and safety	Railroads of Indiana	Operational improvement
Gibson County	AWW Sub. Extension of Shy Siding to interchange two unit Trains	\$1,800,000	ISRR	Mobility, capacity	Railroads of Indiana	Operational improvement
Noble County	New sidings	\$1,000,000	KTR	Increase track capacity and eliminate 1/2 mile shove move, continue current operations with capacity limitations	State Rail Plan Survey	Operational improvement

County	Project	Cost	Railroad	Benefit	Source	Project Type
Vigo County	Youngstown CSX Switchyard - Move CSX yard from Terre Haute to south of Terre Haute near Youngstown	\$15,000,000	CSX	Mobility (highway), quality of life	Conexus	Quality of Life
Vanderburgh County	CSX Bypass around Evansville (new ties W side to N side of Evansville)	\$38,000,000	CSX	Quality of life, safety	Conexus	Quality of Life
Posey County	Mt. Vernon Bypass or Mt. Vernon Crossing Improvements	Unknown	EVW	Quality of life, safety	Outreach process	Quality of Life
Warren County	Rehab Bee Line RR from Stewart Grain facility to KBS RR in Handy (Benton Co)	\$20,000,000	BLRR	State of good repair	Conexus	Rehab
Madison County	Install ballast and surface 9 miles of track & turnouts, install new rail anchors	\$158,000	CEIW	State of good repair, mobility	Railroads of Indiana	Rehab
Madison County	Track maintenance to FRA Class I standards. Furnish and install 6,500 new 6" grade ties, including disposal of old ties	\$578,000	CEIW	State of good repair, mobility	Railroads of Indiana	Rehab
Grant County	Marion Sub Rail Replacement — 18 miles	\$7,200,000	CERA	reduce defects, increase speed, increase safety and efficiency	Railroads of Indiana	Rehab
Marshall County	Rail replacement program (10 miles)	\$6,000,000	CFER	State of good repair, mobility	Railroads of Indiana	Rehab
Multiple Counties	Crossing, tie and surfacing program (40 miles)	\$4,500,000	CFER	State of good repair	Railroads of Indiana	Rehab
Allen County, Adams County	Decatur Sub Rehab	\$700,000	CFER	Reduce badly worn 100 PS jointed rail and reduce tie defects, improve efficiency and safety to Bunge Decatur	State Rail Plan Survey	Rehab

County	Project	Cost	Railroad	Benefit	Source	Project Type
Allen County	Ft Wayne Yard	\$1,000,000	CFER	Yard rehab, Support more NS traffic, reduce delays on CFE	State Rail Plan Survey	Rehab
Lake County	Hobart Bridge	\$7,300,000	CFER	Rebuild PC 434.9 bridge, reduce flooding in Hobart, IN	State Rail Plan Survey	Rehab
Lake County	QF 300-Tolleston	\$7,500,000	CFER	Tie/Surface, joint elimination , maintain Class 3 with minimal slow orders, reduce joints	State Rail Plan Survey	Rehab
Franklin County	Brookville Line rehab. IORY	\$535,000	CIND	reduce track defects, reliable service	State Rail Plan Survey	Rehab
Decatur County	Greensburg tie program	\$1,200,000	CIND	improved transit times for Honda traffic, efficiency	State Rail Plan Survey	Rehab
Dearborn, Ripley and Decatur County	Crossing, tie and surfacing program (42 miles)	\$4,500,000	CIND	State of good repair	Railroads of Indiana	Rehab
Warren County	Bridge Repairs to maintain #286 limits	\$260,000	CKIN	State of good repair, mobility	Railroads of Indiana	Rehab
Warren County	Rehabilitate ties and surface 11 miles to upgrade to Class I track status	\$1,230,000	CKIN	State of good repair	Railroads of Indiana	Rehab
Jefferson County	Inside JPG - Furnish and install crossties and replace 2 railroad crossings	\$150,000	CMPA	Increase storage availability, heavier and additional car loads	Railroads of Indiana	Rehab
Jennings County	North Muscatatuck Bridge- Bridge redecking	\$200,000	CMPA	State of good repair, mobility	Railroads of Indiana	Rehab

County	Project	Cost	Railroad	Benefit	Source	Project Type
Jefferson County	Rehabilitate Madison State Hospital lead Industrial Track	\$200,000	CMPA	Increase storage availability , heavier and additional car loads	Railroads of Indiana	Rehab
Jefferson County, Jennings County	Ditching along 25 miles of mainline	\$200,000	CMPA	Extend rail improvements lifespan, heavier and additional car loads	Railroads of Indiana	Rehab
Jennings County	Bridge redecking - Graham Creek Bridge	\$250,000	CMPA	State of good repair, mobility	Railroads of Indiana	Rehab
Jefferson County	Rehabilitate wing wall at MP 37 Bridge MP 37 bridge	\$250,000	CMPA	State of good repair	Railroads of Indiana	Rehab
Jefferson County or Jennings County	Wing Wall Project	\$250,000	CMPA	Increase load capacity, heavier and additional car loads	State Rail Plan Survey	Rehab
Jefferson County or Jennings County	Bridge Redecking	\$450,000	CMPA	Service to multiple industries, heavier and additional car loads	State Rail Plan Survey	Rehab
Jefferson County- Incline	Track maintenance for historic preservation. Repair washout areas, install fill and restore track from 100-year flood	\$1,000,000	CMPA	State of good repair, mobility	Railroads of Indiana	Rehab
Jefferson County, Jennings County	Furnish and Install 15,000 crossties, tamp, align and dress track for 16 miles	\$2,000,000	CMPA	Track improvements to 15 mile of mainline, heavier and additional car loads	Railroads of Indiana	Rehab
Gibson County	Install and repair RR ties from Ft Branch to Poseyville Megasite	\$3,500,000	CSX	State of good repair	Conexus	Rehab

County	Project	Cost	Railroad	Benefit	Source	Project Type
LaPorte County	Upgrade CSX bridges thru Lake & LaPorte to 286k lbs standard	\$10,000,000	CSX	Upgrade to modern standards	Conexus	Rehab
Posey County	Replace two bridges over the Wabash River	\$20,000,000	EVW	State of good repair	Outreach process	Rehab
Elkhart County	Bridge repairs/upgrades	\$2,000,000	EWR	Repair/upgrade bridges to handle 286,000, bridge failure	State Rail Plan Survey	Rehab
Hamilton County	Track maintenance- Fair Train Upgrades- Install ties, ballast, tamp and surface	\$1,000,000	HHPA	State of good repair	Railroads of Indiana	Rehab
Marion County and Hamilton County	Rehab MP 17 - MP 39 Class II	\$2,600,000	HHPA	Excursions, exhibits and programs, tourism to communities	State Rail Plan Survey	Rehab
Perry County	Hoosier Southern RR reconstructn from Cannelton Industrial Park to Tell City river port	\$500,000	HOS	Economic development, access	Conexus	Rehab
Perry County	Hoosier Southern RR 286 k lbs project	\$900,000	HOS	State of good repair, mobility	Conexus	Rehab
Spencer County	Replace bridge at MP 11.4	\$1,200,000	HOS	same as 8.1, same as 8.1	State Rail Plan Survey	Rehab

County	Project	Cost	Railroad	Benefit	Source	Project Type
Spencer County	Replace bridge at MP 8.1	\$3,500,000	HOS	Remove risk of failure, reduce maintenance costs and ensure 286,000 capacity, worst case is access to industry quits due to bridge shutdown. Others are increased costs due to lower r load capacity, repair costs and environmental damage	State Rail Plan Survey	Rehab
Steuben County, LaGrange County	Drainage Structure Work	\$10,500	IN	State of good repair	Railroads of Indiana	Rehab
Steuben County, LaGrange County	Bridge Upgrade & Replacement	\$25,000	IN	State of good repair, mobility	Railroads of Indiana	Rehab
Steuben County, LaGrange County	Turnout & Frog Work	\$26,000	IN	State of good repair	Railroads of Indiana	Rehab
Steuben County, LaGrange County	Ballast & Surfacing Work	\$61,000	IN	State of good repair	Railroads of Indiana	Rehab
Steuben County, LaGrange County	New Track Construction	\$72,500	IN	Mobility	Railroads of Indiana	Rehab
Steuben County, LaGrange County	Rail, Joint Bars, Anchors & Bolts	\$108,000	IN	State of good repair	Railroads of Indiana	Rehab
Steuben County, LaGrange County	Crossties & Switches	\$227,000	IN	State of good repair	Railroads of Indiana	Rehab
Steuben County, LaGrange County	Continued track maintenance	Variable	IN	N/A, continued service	State Rail Plan Survey	Rehab

County	Project	Cost	Railroad	Benefit	Source	Project Type
Greene County	Install ties MP 215.0-223.5 (Indiana Rail Road Company)	\$1,000,000	INRD	State of good repair, improved mobility through faster speeds	Conexus	Rehab
Daviess County	Install ties MP 222.3-241.5 on Chicago Subdiv	\$1,800,000	INRD	State of good repair, improved mobility through faster speeds	Conexus	Rehab
Greene County	Install ties MP 61.0-79.0 on Indianapolis Subdiv (indiana Rail Road Company)	\$1,900,000	INRD	State of good repair, improved mobility through faster speeds	Conexus	Rehab
Greene County	Install ties MP 203.5-222.3 on Chicago Subdiv (indiana Rail Road Company)	\$2,000,000	INRD	State of good repair, improved mobility through faster speeds	Conexus	Rehab
Vigo County	Replacement of the Wabash River railroad bridge located on the Indianapolis subdivision	\$20,000,000	INRD	Continue growth in intermodal and agricultural products. Loss of 286K axle loading which would restrict loadings over the bridge.	State Rail Plan Survey	Rehab
Vanderburgh County	Replace 3 track miles of rail,	\$3,000,000	ISRR	reduce defects in track , customers - reliable service	Railroads of Indiana	Rehab
Multiple Counties	Spencer Sub. Improvement of bridges, culverts and ditching along the main line	\$20,600,000	ISRR	improvements of bridges, 286,000 capacity	Railroads of Indiana	Rehab

County	Project	Cost	Railroad	Benefit	Source	Project Type
Vanderburgh County	Bridge repair/upgrade	\$350,000	ISW	Increased safety and preservation of service, bridge failure and potential abandonment of railroad	State Rail Plan Survey	Rehab
Bartholomew County	Flat Rock River Rail Bridge replacement	Unknown	LIRC		Conexus	Rehab
Multiple Counties	L&I/CSXT Louisville to Indianapolis upgrade	\$106,500,000	LIRC	State of good repair, mobility	Conexus	Rehab
Clark County	Replacement and upgrade of old rail	\$600,000	MGR	Maintain service, possibly increase existing business, goods don't move, contracts not met	State Rail Plan Survey	Rehab
Clark County	Rail upgrades and maintenance. Replacement of ties, rail, ballast, tamping and regulating of surface	\$2,500,000	MGR	State of good repair, mobility	Railroads of Indiana	Rehab
Allen County	Bridge repairs	\$400,000	MSO	Improve/upgrade bridges for safety and longevity, possible restricted service or abandonment	State Rail Plan Survey	Rehab
Allen County	286k upgrade (IN only)	\$3,000,000	MSO	Increase reliability and improve safety, continue "as is" with more limited 263k capacity	State Rail Plan Survey	Rehab

County	Project	Cost	Railroad	Benefit	Source	Project Type
Multiple Counties	20 mile rail replacement	\$8,000,000	TPW	Reduce defects, increase speed, improve safety and efficiency	State Rail Plan Survey	Rehab
Multiple Counties	Indiana Sub Rail Replacement — 23 Miles	\$14,000,000	TPW	State of good repair, mobility	Railroads of Indiana	Rehab
Warren County and Vermillion County	Rehabilitate 5 miles of Class I track	\$300,000	VVR	State of good repair, mobility	Railroads of Indiana	Rehab
Warren County	Upgrade to Class 1 Track	\$400,000	VVR	New business for existing transload , additional jobs for Indiana	State Rail Plan Survey	Rehab
Wells County	Install new ties to enable the Wabash Ctrl RR to be able to accommodate 286K cars between NS line in Bluffton to Weaver Popcorn plant in Van Buren, Grant Co	\$15,000,000	WC	State of good repair, mobility	Conexus	Rehab
Cass County	Winamac Southern RR ties - Install new ties between Clymers and Anoka	\$14,500,000	WSR	State of good repair	Conexus	Rehab
Carroll County	Winamac Southern RR rail rehab/replacemnt - Install new rail road ties between Bringhurst to the CSX rail line in Frankfort.	\$18,700,000	WSR	State of good repair.	Conexus	Rehab
Tipton County	Connection to NS in Tipton	\$1,400,000	HHPA	Freight, less highway traffic	State Rail Plan Survey	Connection
Steuben County, LaGrange County	PTC	\$350,000	IN	None, continued service.	State Rail Plan Survey	Connection

Appendix D: Results of Online Survey

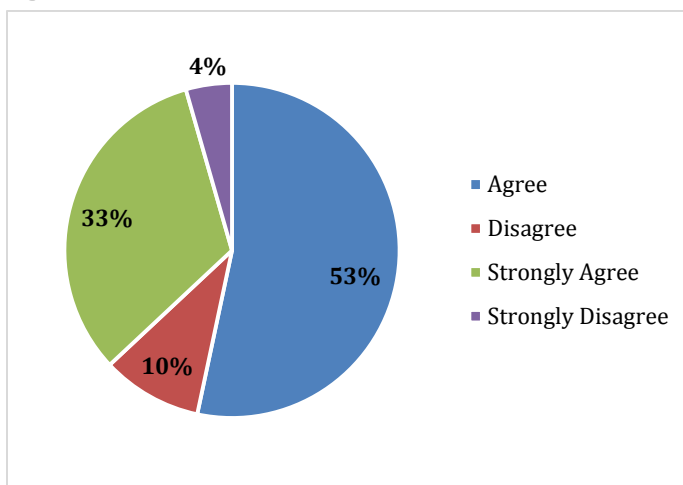
D.1 RESPONDENT INFORMATION

Respondents to the Indiana State Rail Plan Online Survey came from a wide variety of backgrounds. State and local government employees, universities, railroads, and advocacy groups were all well represented, but the majority of respondents did not state a company or organization affiliation. There were a total of 523 responses.

D.2 SAFETY

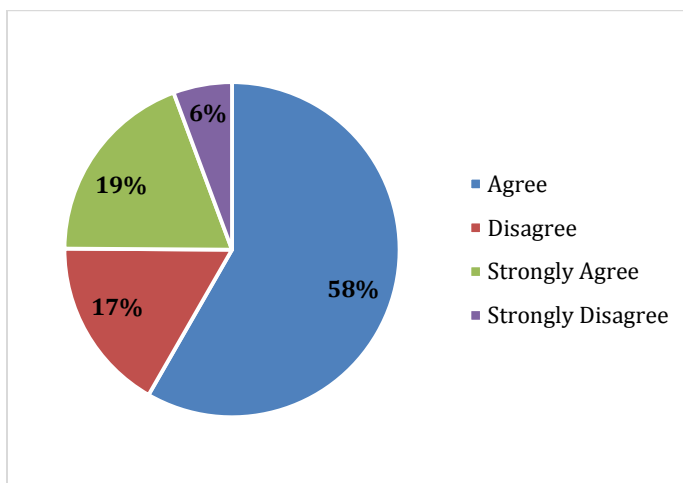
As shown in Figure D.1, most respondents (86 percent) thought that railroads in their area were safe. However those identified as working in local or municipal government (27 respondents) were more than twice as likely as the average respondent to disagree with the claim. Over 30 percent of these government employees disagreed or strongly disagreed, compared to 14 percent of all respondents.

Figure D.1. Railroads in my area are safe....



Similarly, the majority of respondents (77 percent) felt that railroad crossings in their area were safe, per Figure D.2. Every respondent from state government or metropolitan planning organizations (MPOs), railroad companies, and transit agencies thought railroad crossings were safe whereas only 50 percent of those in local government thought the same.

Figure D.2. Railroad crossings in my area are safe....



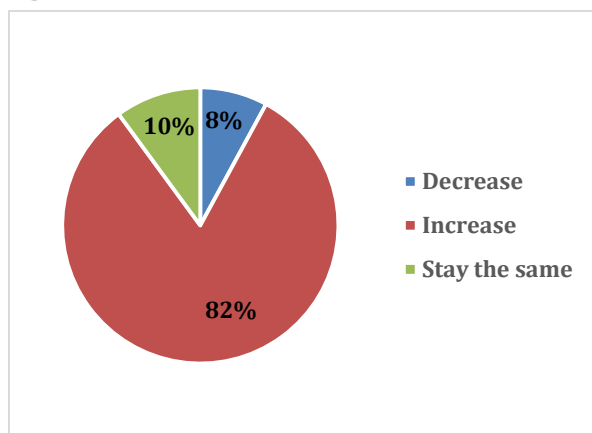
D.3 INTEREST IN RAIL

The survey then asked respondents to describe whether their interest in rail in Indiana was regarding freight rail, passenger rail, highway/rail at-grade crossings and other issues regarding train in the community, or some combination of the options. Twenty-nine percent expressed interest in freight rail, 34 percent expressed interest in highway/rail at-grade crossings, and 85 percent of respondents expressed interest in passenger rail.

D.4 RESPONDENTS INTERESTED IN FREIGHT RAIL

For those that claimed interest in freight rail, respondents were asked if they expect the volume of goods shipped by rail in Indiana to increase, decrease, or stay the same in the future. As shown in Figure D.3, the majority (82 percent) projected an increase.

Figure D.3. In the future, do you expect the volume of goods shipped by rail in Indiana to...?

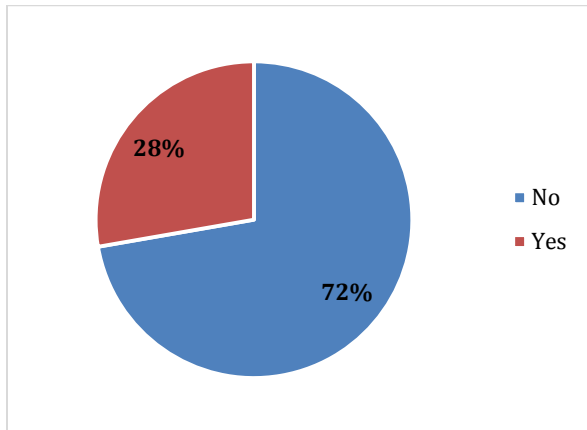


Some of the reasons given for expected increases in rail traffic included

- Rail grows with the overall size of the economy;
- Rail is cost effective;
- Other transportation options such as highway become less desirable due to congestion or rising fuel prices;
- New development opportunities, reshoring of manufacturing.

The survey then provided a brief introduction to the Industrial Rail Service Fund, and asked respondents if they had been aware of the fund's existence. Seventy-two percent said they were not aware of the fund (Figure D.4).

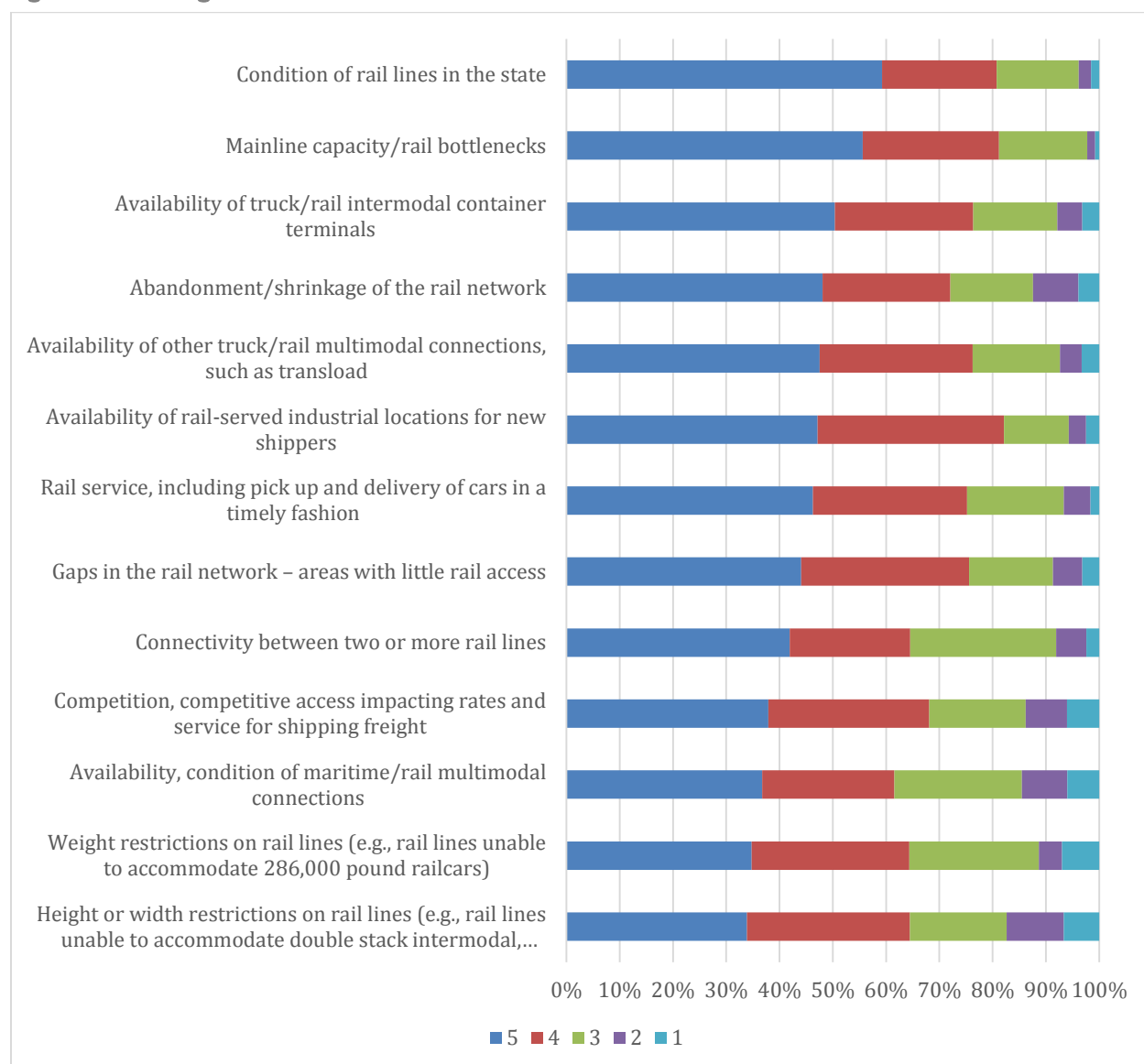
Figure D.4. Have you been aware of [the Industrial Rail Service Fund's existence?



Those who were aware of the fund offered suggestions on potential changes. Most expressed support for increasing funding. Opinions on how to increase funding included increasing the percent of state sales tax deposited in the fund, increasing taxes on trucks, and increasing Indiana's gas tax. One respondent suggested linking grant awards more closely to new business growth activities. Another suggested completely eliminating taxpayer contributions to freight rail.

The survey asked respondents to rate, on a scale from 1-5 (with 1 being not significant and 5 being very significant), the significance of a number of freight rail issues in Indiana. The results are in Figure D.5.

Figure D.5. How significant are these issues to the State of Indiana?



There were three issues that over 50 percent of respondents viewed as “highly significant” –

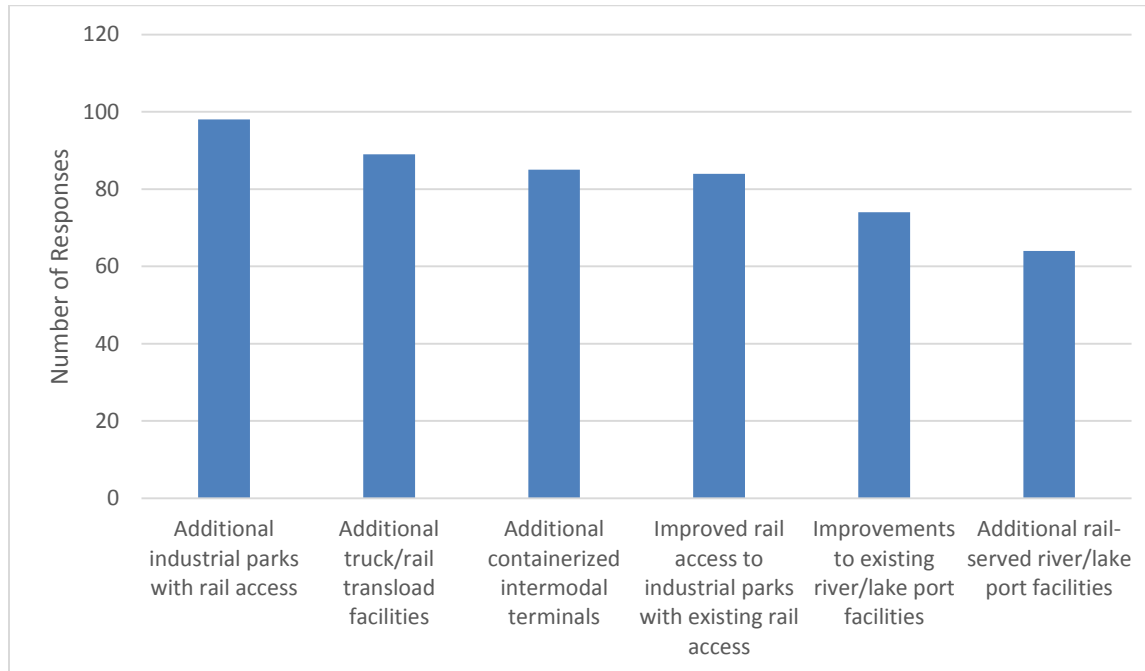
1. Condition of rail lines in the state (59 percent)
2. Mainline capacity/rail bottlenecks (56 percent)
3. Availability of truck/rail intermodal container terminals (50 percent)

On the flipside, less than 35 percent of respondents thought that height, width, and weight restrictions on rail were “highly significant”.

Other issues that respondents wrote-in on the survey included information technology, long-term economic impacts, track upgrades, and safety.

The survey then asked respondents to choose from a list of facilities which they thought would benefit the state of Indiana. Respondents could select up to six different types of facilities or any subset thereof. One hundred and twenty-five responded to this question. As shown in Figure D.6, new rail-served industrial parks received the highest number of votes, followed by truck/rail transload facilities.

Figure D.6. Could the state benefit from any of the following facilities?



Respondents were also asked to suggest multimodal facilities and locations that would benefit Indiana shippers. A number of different ideas were put forward. Some respondents suggested multimodal facilities that could facilitate all modes including highway, rail, air, and maritime. Others recommended a larger intermodal terminal in the Indianapolis area. Several mentioned a new Ohio River port.

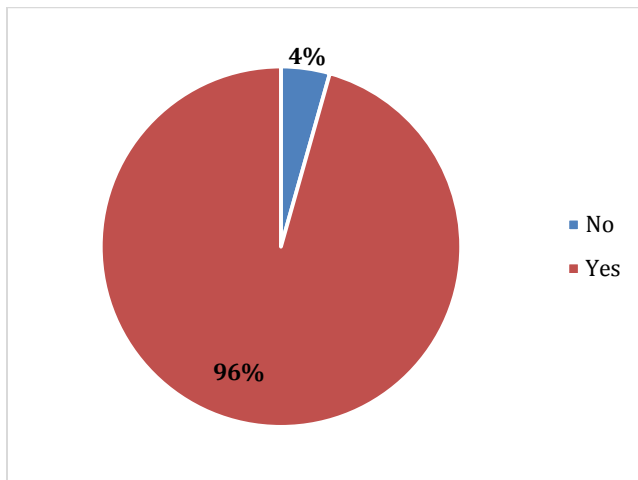
Respondents were asked to name any additional significant freight rail issues. Several of those put forward were:

- Loss of rail service – gaps in the rail network. One respondent mentioned rail corridors that have been abandoned and now represent gaps in the rail network;
- Risk of hazardous material trains passing through the center of towns;
- Railroad operation of long trains which block crossings over extended periods of time;
- Construction of railroad right-of-way through productive farmland (reference to Great Lakes Basin Transportation)

D.5 RESPONDENTS INTERESTED IN PASSENGER RAIL

This section began with a description of U.S. Congress' decision to end federal support for the *Hoosier State* and other Amtrak routes of less than 750 miles. As a result, the state of Indiana, along with some financial support from counties and municipalities, has been funding service at a cost of \$3 million per year. Respondents were asked if the state of Indiana should continue to fund *Hoosier State* service. Per Figure D.7, ninety-six percent believed it should.

Figure D.7. Do you think that the State of Indiana should continue to fund the Hoosier State?



Respondents provided reasons for funding, including state economic competitiveness, positive economic impacts, highway congestion relief, safety, and environmental friendliness. Many stated that they simply enjoyed traveling by rail, and that it was a good alternative to car and air travel. Others noted that public transportation options like rail are vital for some residents.

Those against funding argued that passenger rail is not profitable and benefits only a small percentage of the population. Many of these respondents wrote that if passenger rail becomes profitable, it should be left to the private sector. One respondent argued that other services, namely education, were in greater need of funding.

The survey then asked residents how the *Hoosier State* should be funded if Indiana decides to continue the service. Options provided were:

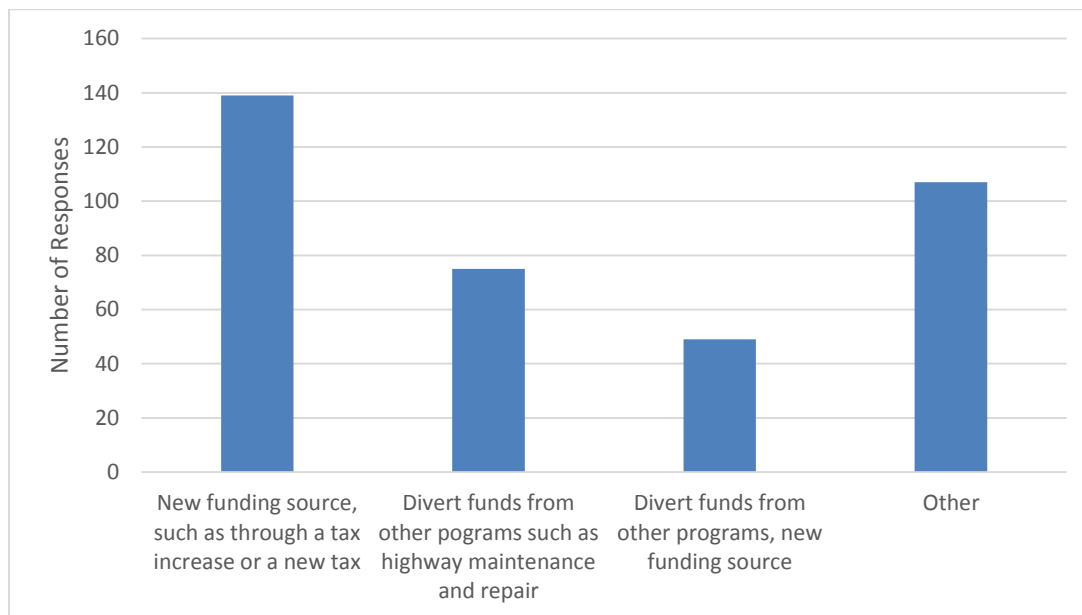
- Divert funds from other programs such as highway maintenance and repair
- A new funding source, such as through a tax increase or new tax
- Greater cost sharing from local jurisdiction or other parties

Respondents could also suggest other funding mechanisms.

A total of 370 responses were received for this question. As shown in Figure D.8, the most frequent suggestion was that the *Hoosier State* be funded through a new revenue source. Fewer respondents favored diverting funds from other sources. When asked for specific funding suggestions, some of the ideas put forward were to:

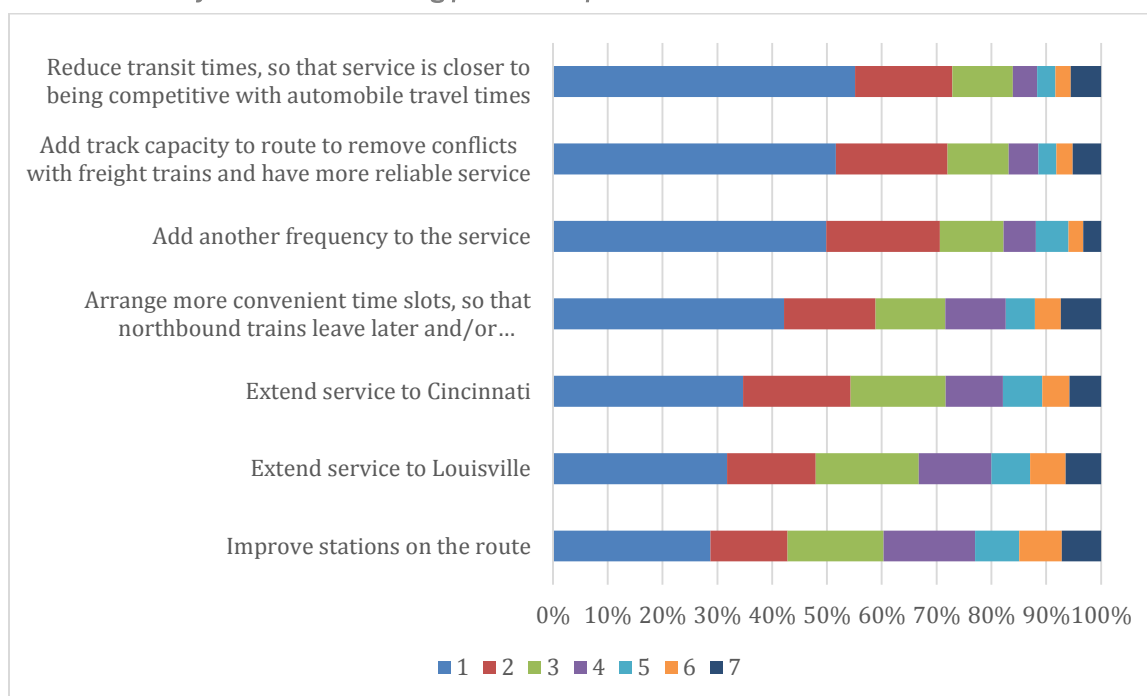
- Increasing state income or sales tax;
- Increasing fares for commuters;
- Stopping subsidies for the trucking industry

Figure D.8. If Indiana does continue to fund the Hoosier State, how should the service be funded?



Next, the survey asked respondents what the money should be spent on if INDOT receives additional funding to expand or improve the *Hoosier State* service. The survey provided a series of seven potential improvements and asked respondents to rank them from 1 to 7 in order of funding priority. The survey did not mandate that respondents use each number only once in the ranking, so the sum of the percentages for each rank do not add up to 100 percent. For example, each of the seven options could receive a 1 priority. However, the results as shown in Figure D.9 can still shed some light on the potential improvements on which respondents were particularly keen.

Figure D.9. If INDOT were to gain sufficient funding to expand or improve on the Hoosier State service, how would you rank the following potential improvements to the Hoosier State service?



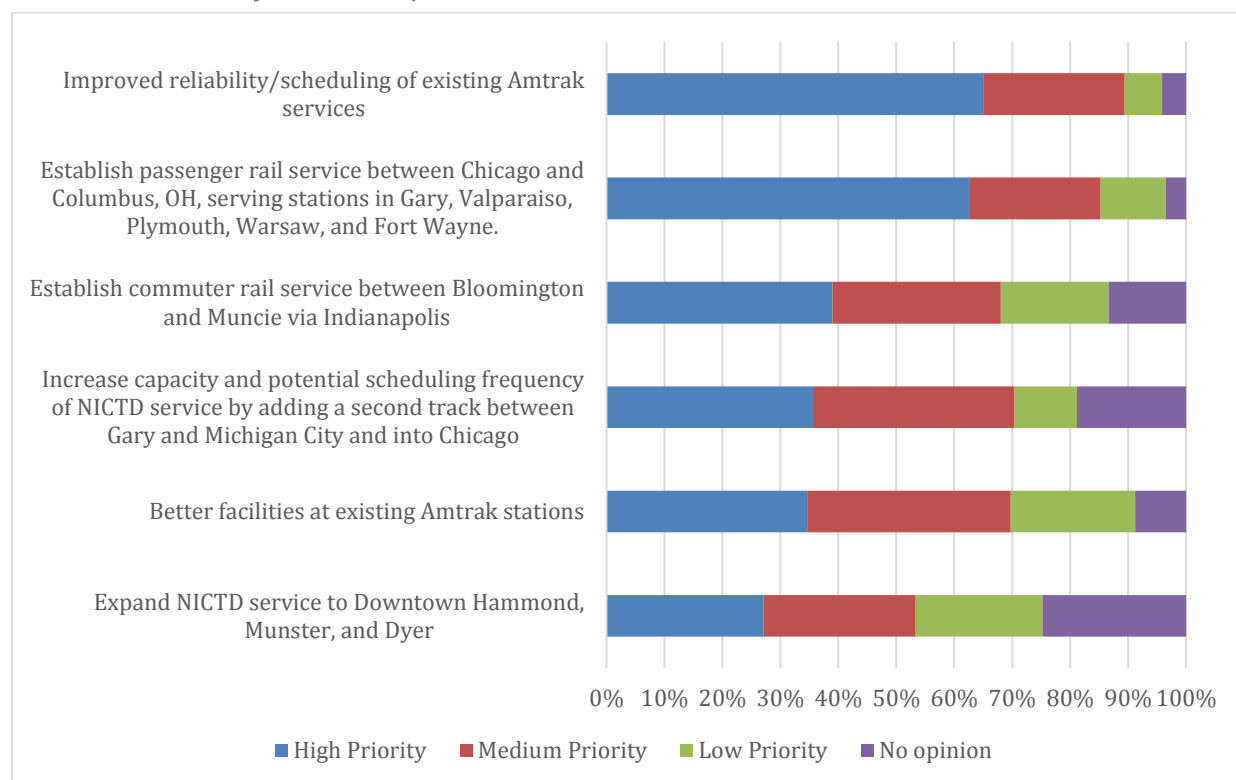
Travel time reduction and track capacity expansion were ranked as the most important priorities. Approximately 70 percent of respondents ranked these two as either the most important or second most important of the options. Adding another frequency to the service was also picked as a high priority by respondents.

Extending service to Cincinnati and Louisville, and improving stations on the route were not as frequently cited as priorities.

Other common responses written in by respondents included improving safety and connectivity, increasing speed, extending service to Fort Wayne, and increasing publicity for the service.

The survey then asked respondents what Indiana's additional passenger rail priorities should be beyond the *Hoosier State* service. Per Figure D.10, six options were provided, and passengers were asked to rank each as "high priority," "medium priority," "low priority," or "no opinion."

Figure D.10. Beyond the Hoosier State service, what should be Indiana's additional passenger rail priorities?
Please indicate whether you believe that these initiatives should be a high, medium, or low priority, or whether you have no opinion.



Over 65 percent of respondents believed that improved reliability and scheduling of existing Amtrak services was a "high priority" – the highest percentage of any of the options. Following closely behind at 62 percent was the option to establish passenger rail service between Chicago and Columbus, OH, with stations in Gary, Valparaiso, Plymouth, Warsaw, and Fort Wayne.

Other options that respondents wrote in were adding service to St. Louis and Fort Wayne, rehabilitating and upgrading the Indianapolis station, and adding high speed rail.

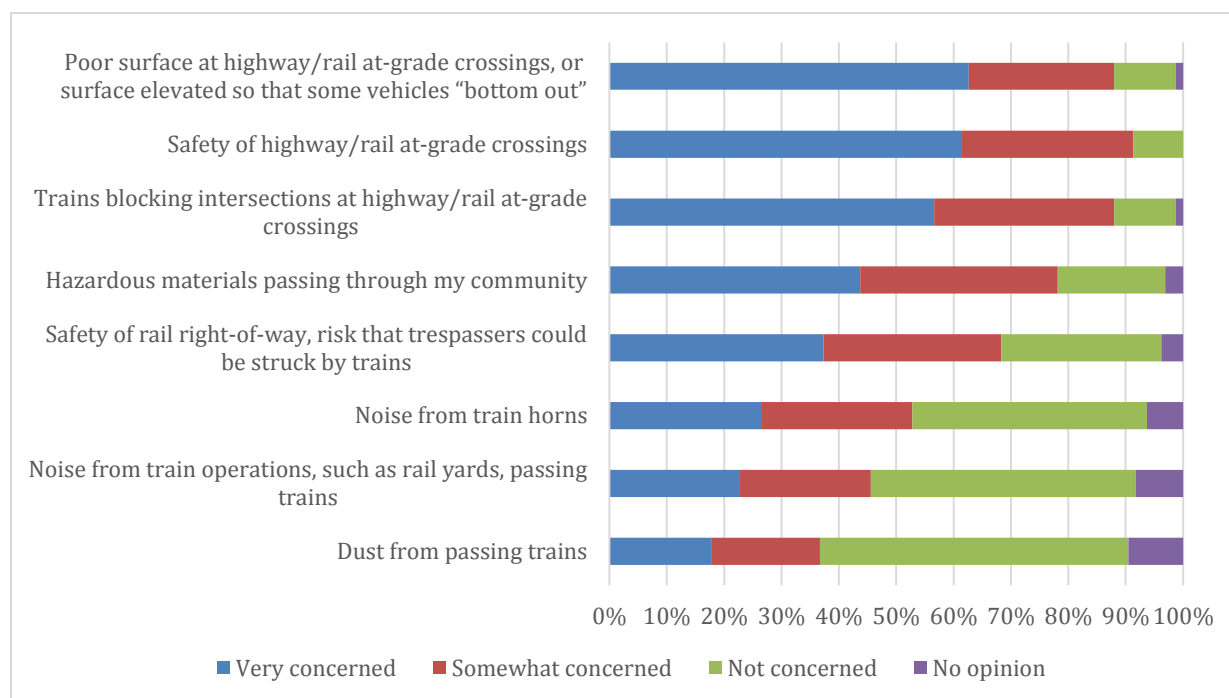
At the end of the passenger rail section, the survey asked respondents if they had any additional questions or comments regarding passenger rail issues and opportunities in the state. In general, respondents were supportive of the development of rail in the state. They stated that improved rail service in the state would reduce auto traffic congestion, improve interconnectivity in the Midwest, increase economic activity, and make the state more attractive for residents and businesses. A critic believed that money should rather be spent promoting commuter park-n-ride lots and dedicated bus lanes in the greater Indianapolis area.

D.6 RESPONDENTS INTERESTED IN HIGHWAY/RAIL AT-GRADE CROSSINGS AND OTHER ISSUES

Next, the survey posed questions to respondents who expressed interest in highway/rail at-grade crossings and other issues regarding trains in their communities. These questions focused on safety and potential rail issues of communities.

Respondents were asked to indicate their level of concern regarding a number of potential issues. The results are summarized in Figure D.11.

Figure D.11. Please indicate your level of concern in regards to the following issues.



Highway/rail at-grade crossings topped respondents' lists of concerns. Around 62 percent of respondents were "very concerned" by poor surface at highway/rail at-grade crossings and by the safety of highway/rail at-grade crossings. Trains blocking crossings was also of high concern.

On the flip side, less than 25 percent of respondents were "very concerned" by noise from train operations and dust from passing trains. A majority stated that they were "not concerned" by dust from passing trains.

When asked about specific issues having to do with trains in their communities, some of the responses related to:

- Extended delays due to blocked crossings, risks to mobility of emergency vehicles;
- Hazard of rail lines and grade crossings near college campuses;
- Crossing issues related to expected traffic increases on the Louisville & Indiana Railroad;
- Crossing surfaces;
- Hazardous materials passing through communities;
- Concerns with Great Lakes Basin Transportation proposed project;
- Poor visibility at some crossings.

The survey then stated that the State of Indiana administers between \$7 and \$8 million per year in federal funding to improve the safety at highway-rail grade crossings. The survey also introduced the Railroad Grade Crossing Fund (RRGF), which applies State monies (\$0.6 million per year) to improve safety at railroad grade crossings. Approximately 68 percent of respondents stated that they were not aware of this fund's existence, while 32 percent stated that they were.

The survey asked those who were aware of the fund what they would change about the program. A majority expressed a desire for additional funding. This was by far the most common response.